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NEWS OF THE FAR EAST
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HONGKONG WEEKLY
PRESS,
With which is incorporated the
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Hongkong Daily Press.

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Lv. "Saikio Maru"	6.55 a.m.	Lv. "Kong Maru"	3 p.m.
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(FROM OUR OWN CORRESPONDENT.)

July 28th.

THE "TATSU-MARU'S" AMMUNITION. Startling revelations have been made at the trial of a reformer at Kung Ning: Yang Kit, a native of Hongkong, and a Portuguese subject, was recently arrested at Shanghai on the charge of being a revolutionary. During the trial it was elicited that the ammunition on the Tatsu-maru was intended for the reformers under Dr. Sun Yat Sen, and had been ordered by two wealthy Chinese merchants of California, named Wong Fook Yu, and Sing Tin Hing. Many other influential persons are implicated, and the case is being followed with great interest. It will be remembered that the Tatsu-maru was seized by the Chinese Government, near Macao, and the subsequent release of the vessel with apologies to Japan was the cause of the recent disastrous boycott against Japanese goods.

PANIC AT THE VICEROY'S YAMEN.

A panic occurred last night at the Viceroy's Yamen, the cause of which was a defect in the electrical installation. The rumour rapidly spread that the Yamen was on fire, and within a very short time all the civil and military officials had assembled to render assistance. Repairs were rapidly completed, and the crowd, which had collected in force by this time, and which had expected to enjoy the spectacle of a grand conflagration, returned home disappointed.

EXECUTIONS: A HORRIBLE SIGHT.

The 14 prisoners who escaped from the Shuntak Gaol were executed at the Nine Eyes Bridge a few days ago, and their bodies are still lying there, to the great detriment of traffic. The bridge is an important thoroughfare and the stench emanating from the decomposed bodies, especially pungent in the present hot weather, has prevented traffic across the river. The business men in the district have petitioned the Shuntak Magistrate for the early removal of the bodies, as it has affected business to a great extent.

THE NEW PORT OF HONGKONG.

Steps are being taken for the early settlement of the newly-opened port of Hongkong. Over two hundred builders and others have been sent to make surveys with a view to the building of business houses and residences and to take soundings on the harbour. A prosperous future is predicted by the Chinese for this port.

LOCAL SPORT.

LAWN BOWLS.

C.S.C.C. V. TAIKOO.

The following will represent the C.S.C.C. to-morrow at 4.30 p.m. on Civil Service green:—W. H. Woolley, E. W. Dawson, W. F. Fincher, L. E. Brett, skip; A. G. Pile, J. J. Blake, B. Fenton, I. A. Wheel, skip; F. Allen, P. R. Adams, A. M. Thornhill, C. Bond, skip; C. H. Parkinson, A. Blowsy, E. Hudson, M. Moller, skip. Reserves: J. Witshire and W. S. Digging.

WATER POLO SHIELD COMPETITION.

BUFFS V. ENGINEERS.

Quite unexpectedly, and without notifying the secretary, the Buffs and the Royal Engineers turned up to play their match in the fourth round of the Shield Competition on Wednesday. A scratch match had just been arranged, but those taking part gave way to the shield competitors and the game was proceeded with in the presence of a few spectators. Had the Press and public been notified, as they should have been, there can be no doubt that a much larger attendance would have been present. The match ended in a win for the Buffs by one goal, the scores being: Buffs, 2; Engineers, 1 goal.

This match was to have taken place last night, but at the last moment the Artillery team scratched, thus giving a walk-over to the Boys Own Club, who then played a friendly match with the V.R.C.

The match that is to decide the competition, between the Victoria Recreation Club and the Corinthian Yacht Club, takes place at the V.R.C. enclosure at six o'clock this evening, when there will doubtless be a large attendance and a very exciting game.

MARINE MAGISTRATE'S COURT.

Thursday, July 28th.

BEFORE COMMANDEER BASIL E. H. TAYLOR, R.N. (MARINE MAGISTRATE).

MAKING FAST TO MOVING STEAMER. Mr. A. G. Gordon, manager of the Hongkong Steam Launch Co., prosecuted the masters of three licensed passenger boats for making fast to the steam launch *Itha de Dom Joao* while that vessel was under way, without the consent of the master or officer in charge.

The first defendant had not been served. The second and third defendants said they made fast on seeing the typhoon signal with the object of getting up to windward to shelter.

The fourth defendant denied the charge. His boat had been in Causeway Bay since the previous evening. The fifth defendant said his boat was close to the launch, but he did not make fast.

His Worship discharged the fourth defendant and fined the second, third and fifth each \$10, or one month's imprisonment with hard labour.

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Hongkong, 19th July, 1909.

NOTICE TO CORRESPONDENTS. Only communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash. Telegraphic Address: Press. Codes: A.B.C. 5th Ed. Lieber. P. O. Box, 34. Telephone No. 12.

DEATH.

On July 27th, at New York, H. W. FRANKS, of the Hongkong and Shanghai Banking Corporation. (By wire.)

HONGKONG OFFICE: 10A, DES VOGES ROAD C LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, JULY 30TH 1909.

REPORTS in the Shanghai newspapers of a meeting of the Shanghai Branch of the British Navy League serve to remind us that Hongkong is reputed to have a strong branch of this League. We believe we are correct in saying, however, that no meeting of members has been called for three or four years past, and presumably members have only been reminded of their connection with this important organization by the regular receipt of the *Navy League Journal*, which, we believe, is issued every month, and also probably by a request for the payment of the annual subscription. Whether the latter request has been more punctually complied with in Hongkong than it appears to have been in Shanghai is a matter on which the Hon. Treasurer and the Committee of the League are best informed, but we believe there is room for improvement here as in Shanghai in this connection. It is satisfactory to know, however, that, unlike the Branch at Shanghai, the Hongkong Branch has no overdraft at the bank. There are, we believe, about 400 members on the books of the Hongkong branch, and when the subscriptions now in arrears are paid up the Branch should have a substantial balance in hand. Since 1906, when the new scheme of national defence was inaugurated, following upon the Alliance with Japan, members of the Navy League, both here and in Shanghai, appear to have ceased to take the

same amount of interest in the British Navy League as they did before the Alliance. Though the British Fleet in Far Eastern waters has been reduced from four battleships and ten cruisers to no battleships and six cruisers and some additions to the smaller craft, the Alliance has given to the British communities a stronger sense of security so far as the safety of their lives and the protection of their property is concerned. But at the Shanghai meeting Mr. Lawson reminded the audience that China is a country where "face" and prestige have a very large and practical value, and he thought the Navy League Branches in this part of the world might at least express the hope that our fleet should be in size and standing as preponderately superior to that of the other great European Powers as are our numbers, our interests and our wealth. In many ways he admitted that we had this preponderate superiority, but he pointed out that the new flagship of another Power was unquestionably a stronger unit than Admiral Lamson's flagship, and he made the suggestion that the Shanghai Branch should combine with the Hongkong Branch in making representations to London accompanied by a strong plea that a new armoured cruiser may be sent to China of undoubted superiority over the French, or the German or the Italian, or any other flagship in the Far East, in addition to and not in substitution of the "King Alfred." Another suggestion made by Mr. Lawson had reference to the recently reported intention of the Admiralty to send a battleship fleet on a visit to Australia next year. "It would not seem to be out of place," he said, "if in this also we combine with Hongkong in expressing the hope that this fleet, if it does start, will visit also British possessions in the Straits, and include Hongkong, Shanghai and Weihaiwei in its programme." Such a visit, he added, would not be altogether one of show, and its effect upon the Chinese Government and upon the Chinese nation generally would be a strong, a useful and a good one. "If carried to a conclusion, that is to say, if it were to include the outpost, Weihaiwei, it would go some way in a direction which I think we of this Branch all desire; I mean in a direction of displaying the importance of holding on to Weihaiwei, of making use of Weihaiwei, and constituting Weihaiwei into a permanent sanatorium for our Navy and for ourselves in the Far East." We draw the attention of the members of the Hongkong Branch of the Navy League to these suggestions as being questions of local interest and importance well worthy the attention of the Branch and affording an adequate excuse for the holding of a general meeting of members at an early date. But for this report from Shanghai with its one or two references to the continued existence of the Hongkong Branch, we might have been in danger of writing that the Branch in this Colony had ceased to exist. It is about time it gave some evidence to the public that it is still a live institution.

Thirty-four undesirable reached the port yesterday from Saigon. Count Axel Valley, who was German Minister in Tokyo from 1901 to 1906, has died at Rio de Janeiro.

The number of cholera cases in the Philippines was greatly increased last week end by the large mortality in Cagayan Valley.

An American Judge has ruled that the revised Ordinances of the City of Manila are null and void because of the lack of proper publication.

The authorities at Seoul expressed the issue of the *Korea Daily News* on the 18th inst. because it contained an article "on the question of jurisdiction which might excite the popular sentiment."

A resolution in favour of the opening at Berlin, as at Hamburg, of a chair of Chinese, was moved by the Duke of Mecklenburg at the Congress of the German Colonial Society sitting at Dresden, recently, and carried. "In the Far East," said the Duke, "the future lies not with those who have the biggest gun, but with those who possess the best economic outfit."

According to a special despatch to the *Cable News-American*, the New York-American in editorial predicts that President Taft will inaugurate the mailed fist policy in the negotiations of the United States in the Far East. The periodical professes to discern signs of an aggressive movement in the recent acts of the State department that have to do with Oriental matters, especially those dealing with China.

His Excellency Chang Jen-chun, the retiring Viceroy of the Two Kwang Provinces, was expected to reach Hongkong yesterday morning en route to Nanjing to take up his new appointment. His Excellency did not leave Canton until noon yesterday by the China Merchants Steam Navigation Company's steamer *Hsin Ming*, which arrived here about seven o'clock. He remained on board overnight and will officially land this morning at ten o'clock.

The death is announced of Dr. Whistley, a very old resident of Singapore, who had latterly been engaged as a ship's surgeon on a coaling ship running between China and the Straits.

For almost six weeks now, says the *Shanghai Mercury*, a strenuous battle has been proceeding between the Chinese and foreign authorities in Shanghai for what practically amounts to possession of an unfortunate Chinaman's body. The issues involved in the case are not now, in fact, there is a well established precedent in the matter, but the Chinese officials are fighting the affair with the utmost tenacity. A little over a month ago a squabble occurred in a tea house in Hongkong, and as a result one of the participants was so severely injured that death supervened within a couple of days. The loser who was alleged to have struck the fatal blow, was taken into custody by the police, and the fight which has been proceeding ever since between the Mixed Court Magistrate and the Taotai on the one side and the American Assessor and Consular Body on the other, has been whether the man should be tried at the Mixed Court or in the City. Trial in the Mixed Court would be according to precedent established in similar cases, but ignoring this the Chinese are endeavouring by every means to have him taken to the City. So far they have been unsuccessful and the case has hung fire, but now they seem to be determined upon drastic measures. A despatch has been sent by the Taotai to the effect that if an arrangement is not come to the Chinese will send the man to the City on their own authority, heedless of the objections raised by the foreigners. This they will, however, probably find to be supremely difficult, as the man is securely in custody in the Municipal Gaol, and will not be released without word from the proper quarters.

DEATH OF MR. H. W. HINE. We regret to record the death of Mr. H. W. Hine, of Canton, which occurred at the Peak Hospital yesterday morning. Mr. Hine had lived in Canton about twenty years. Originally he was with the firm of Messrs. Rowe & Co., silk merchants, but since the firm was merged into that of Messrs. Dawson and Co., he has been doing silk inspection on his own account, and had also held the posts of Secretary to the Municipal Council of the Shamoon and Canton Club. Death was due to heart failure following pneumonia. Mr. Hine was about forty years of age, and his premature death will be sincerely lamented by all who knew him. He leaves a widow, who is at present at home, and we need hardly add that deep sympathy is felt for her in her sad bereavement.

"PERFECTLY SCANDALOUS." THE CHIEF JUSTICE AND THE BANKRUPTCY DEPARTMENT.

His Honour the Chief Justice, referring to certain bankruptcies, the names of the parties in which he suppressed, yesterday stated in the Supreme Court that the conduct of these cases revealed a state of chaos in the bankruptcy department of the Court which was perfectly scandalous. No blame, however, attached to the present Official Receiver. He said it was scandalous, because bankruptcy proceedings were for the benefit of both debtors and creditors, and it was essential that if the Act was to be a benefit the procedure taken under it was to be as rapid as possible. He did not propose to mention names, because it would be unfair to every body concerned, but he had ordered the papers to be brought before him *en bloc* and had discharged the orders made.

GOLD MINING IN THE PHILIPPINES. Steady progress seems to be made in the gold mining industry in the Benguet district of the Philippines, and it is predicted that Philippine gold-mining shares will become the gamble of the East. The Benguet gold mining district comprises an area of about twenty-five square miles, and for the past three or four years a number of syndicates have been steadily working at "claims" they have secured in the district. Some of the Companies, like Clarke's Consolidated, and the Bua Mining Co., are already well known to many of our readers. No dividends have yet been paid, we believe, by any company.

The earnings of several of them have been good, but work has been commenced in a small way, and the net earnings have been devoted to the development of the properties.

There is at present in Hongkong a gentleman who may be regarded as the pioneer of this enterprise in the Benguet district—Mr. H. P. Whitmarsh, who was the first Governor of the province. His mission is to raise capital for the development of the properties of the Headwaters Mining Co., which has twelve claims in this district totalling about 250 acres, more or less. This Company was organized by Mr. Whitmarsh, and its properties have been developed almost entirely by Hongkong capital. He informs us that about 3,000 feet of underground development has been done now and that approximately half a million dollars' worth of ore is in sight. The ore in the district is a low-grade ore, but according to the report of the expert the yield in the Headwaters mine is worth \$36 (Max.) to the ton. The Company proposes crushing and treating by the cyanide process 60 tons of ore a day, or 1,800 tons a month. The cost of mining and milling is shown by other plants working in the same district to be slightly less than \$6 (Max.) per ton, so that a handsome margin of profit is given.

The Headwaters Company was organized with a capital of \$500,000, half of which went to the original owners. \$100,000 worth of stock was placed on the market for the purpose of development and the remaining \$200,000 is now required for the purchase of plant, &c.

THE TEST MATCH. A DRAWN GAME. LONDON, July 29th.

After nine hours' continuous rain yesterday the fourth Test Match was resumed to-day at Manchester in sunny weather and before an attendance of 12,000 spectators. The wicket was soft but gradually dried. The colonial batsmen, however, settled down and carried their score of 77 for two wickets to 279 for nine wickets, when they declared their innings closed. The English team responded with 108 for three wickets, resulting in a draw. The complete scores in the second innings are:

AUSTRALIA. Gregory ... 5, Bardeley ... 95, Macartney ... 51, Noble ... 13, Armstrong ... 30, Trumper ... 48, Ransford (not out) ... 54, Hopkins ... 9, Cotter ... 4, Carter ... 12, Extras ... 18. Innings declared at 270.

Laver did not bat. Barnes took one wicket for 60, Blythe two for 77, Hirst one for 32, Sharp nought for three, and Rhodes five for 83.

ENGLAND. Spooner ... 58, Warner ... 25, Tyldesley ... 11, Sharp (not out) ... 8, Rhodes (not out) ... 0, Extras ... 6. For three wickets ... 108.

Bowling Analysis: Cotter nought for 14, Laver one for 25, Macartney nought for 16, Armstrong nought for 16, and Hopkins two for 31. The result is a draw. The score in the first innings was Australia, 147; England 119.

S.S. "ANDALUSIA" AGROUND.

Tokyo, July 29th.

The Hamburg-Amerika liner "Andalusia" ran aground at the entrance to Tokyo Bay.

The prospects of refloating the vessel are hopeful.

(NOTICE: SERVICE TO THE "HONGKONG DAILY PRESS.")

THE ANGLO-JAPANESE EXHIBITION.

London, July 29th.

Count Mutsu, Secretary of the Japanese Legation in London, responding to the speech of the Lord Mayor of London at the inaugural banquet of the Anglo-Japanese Exhibition, said that Japan would do her utmost to give an impetus to Japanese exports to Great Britain. They hoped to show in the Exhibition some of the finest works produced by both ancient and modern Japanese masters, as well as to display the skill of the nation in landscape gardening.

Above all, they trusted that the Exhibition would augment the knowledge which the two races had of one another and prove Japan's devotion to the Arts and to Peace.

FINANCIAL INTERESTS IN CHINA. LONDON, July 29th.

Reuter's Agency learns that the strictures passed in Peking in reference to the negotiations for American participation in the railway loan are not endorsed by those financially in-

terested in London. The ideas in reference to alleged German intrigue are repudiated. Even had a bad attempt to sow dissensions been made, the intimacy of the Anglo-American groups would have prevented its success. It is hoped that the compromise will in no wise be abandoned.

THE SPANISH MILITARY OPERATIONS. LONDON, July 29th.

Fighting was resumed at Melilla on Tuesday. General Pintos and several officers were killed.

Detailed reports of Thursday's fighting state that the Spanish detachment were surprised in a ravine and were completely "wiped out" by the Moors.

The Spanish lost 80 killed and 320 wounded. Owing to anti-war riots martial law has been declared throughout the whole of Spain.

A NAVAL FEAT. LONDON, July 29th.

The destroyer "Ferret," specially strengthened for the experiment, charged and cut through a defence boom at Portsmouth like a cobweb. The boom consisted of massive baulks of timber with steel entanglements.

The "Ferret" was only slightly damaged.

THE BRITISH EMPIRE CLUB. LONDON, July 29th.

The British Empire Club has been inaugurated by a banquet at the Guildhall, the Duke of Devonshire presiding over a brilliant assembly.

TYPHOON ALARMS. Not often are the typhoon signals exhibited so long without something occurring to indicate the proximity of a typhoon as on the present occasion. They have been hoisted for three days now and yet the weather conditions remain so normal. Its effect on the shipping is not so normal. Of course several have noted on the warning, but it is indeed remarkable that so many lighters and sampans should be seen surrounding steamers when the typhoon signals are in evidence.

The weather wise have been discussing the fact of the typhoon having been reported as having taken a south-westerly course. This is regarded as unprecedented, but the explanation is doubtless found in the suggestion that an error in calculation was made. It is thought that the area of disturbance was located much farther north than subsequent observations justified, and the corrected placing of the area led to the conclusion that the typhoon had travelled in a south-westerly direction.

Apparently the typhoon has remained almost stationary. According to the Observatory notice the low pressure area extends over the northern part of the China Sea and the Pacific towards the Bonins. It appears to have two centres, one being in the China Sea west of the Belling Channel and the other over the Pacific possibly in lat 20 deg. long 130 deg. but what makes it difficult to more accurately locate it is that the return from Aparri, a most important station, has not been sent in.

The telegram to the American Consulate General from the Manila Observatory was: July 29, at 1 p.m. cyclone or typhoon W. of Northern Luzon more than 100 miles distant, direction unknown. Cyclone or typhoon N.E. of Luzon, direction unknown.

WEATHER REPORT. The Hongkong Observatory yesterday issued the following report:—On the 29th at 12.05 p.m.—The barometer has risen over E. Japan and fallen elsewhere except at the extreme Southern stations, the fall being considerable over Formosa, the Loochoos and the Bonins. The low pressure area extends over the N. part of the China Sea and the Pacific towards the Bonins. It appears to contain two centres one in the China Sea almost stationary to the W. of the Belling Channel, and the other over the Pacific, possibly in about 20° Lat. 130° Long. The return from Aparri is not yet to hand. The high pressure is lying to the E. of Japan. Rough weather may be expected in the Formosa Channel and the N. part of the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches. The forecast for the 24 hours ending at noon to-day is as follows:—Hongkong & Neighbourhood: N.E. winds, strong. South coast of China between Hongkong and Lamooks: N.E. winds, fresh. South coast of China between Hongkong and Hainan: N.W. winds, moderate or fresh; unsettled, squally.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	CALEDONIA	About 5th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	Capt. H. Powell	About 5th Aug.	Freight and Passage.
LONDON VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	Capt. G. W. Cookman, R.N.R.	Aug.	See Special Advertisement.
MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	Capt. G. W. Gordon, R.N.R.	Noon, 7th Aug.	See Special Advertisement.
MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	Capt. C. C. Talbot, R.N.R.	On 11th Aug.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 30th July, 1909.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
WEIHAIWEI, CHEFOO and TIENTSIN	"HUICHOW"	On 1st Aug., 11 light
CEBU and ILOILO	"KALONG"	On 1st Aug., 11 light
MANILA	"TEAN"	On 2nd Aug., 4 P.M.
SHANGHAI	"CHINHUA"	On 3rd Aug., 4 P.M.
SHANGHAI	"CHENAN"	On 5th Aug., 4 P.M.
MANILA	"TAMING"	On 8th Aug., 11 light
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transshipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHANGSHA"	On 19th Aug., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

TELEPHONE 36.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

Hongkong, 30th July, 1909.

AGENTS.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS, ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIYANG"	SWATOW, AMOY and FOCHOW.	FRIDAY, 30th July, at 2 P.M.
"HAIMUN"	SWATOW	SUNDAY, 1st Aug., at 11 A.M.
"HAICHING"	SWATOW, AMOY and FOCHOW.	TUESDAY, 3rd Aug., at 2 P.M.

A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO FOCHOW WILL BE MADE DURING THE MONTHS OF JULY, AUGUST AND SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 30th July, 1909.

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INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI, YOKOHAMA, KOBE & MOJI	"KUTSANG"	Saturday, 31st July, 3 P.M.
MANILA	"YUENSANG"	Saturday, 31st July, 3 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Saturday, 31st July, Noon.
SHANGHAI VIA FOCHOW	"LOKSANG"	Sunday, 1st Aug., 4 P.M.
SHANGHAI	"FOOSHING"	Tuesday, 3rd Aug., 4 P.M.
TIENTSIN VIA SWATOW, WEIHAIWEI & CHEFOO	"CHIPSING"	Wedday, 4th Aug., 4 P.M.
SHANGHAI	"YATSHING"	Wedday, 4th Aug., 4 P.M.
CHINWANAO VIA WEIHAIWEI & CHEFOO	"SUHSANG"	Thursday, 5th Aug., Noon.
MANILA	"LOHSANG"	Friday, 6th Aug., 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOSHANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang

Telephone No. 61.

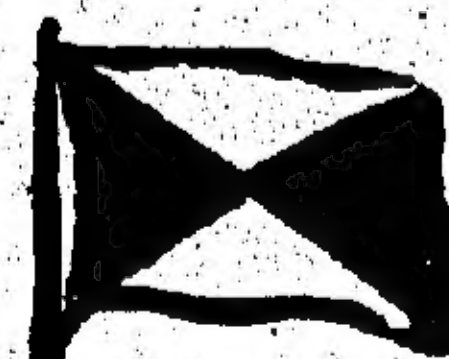
For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,

Hongkong, 30th July, 1909.

GENERAL MANAGERS.

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HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine, SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	On 31st July, 5 P.M.
RUBI	2540	R. W. Almond	Manila	On 7th Aug., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,

Hongkong, 30th July, 1909.

GENERAL MANAGERS.

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NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	SANUKI MARU, Capt. K. Homma	6,500	WED'DAY, 4th Aug., at Daylight.
VICTORIA, B.O. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	AWA MARU, Capt. A. Keith	6,500	WED'DAY, 18th Aug., at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KAGA MARU, Capt. M. Hagino	6,500	TUESDAY, 17th Aug., at 4 P.M.
YOKOHAMA, KOBE and YOKOHAMA	SHINANO MARU, Capt. K. Kawa	7,000	TUESDAY, 14th Sept., at 4 P.M.
YOKOHAMA, KOBE and YOKOHAMA	YAWATA MARU, Capt. T. Sekino	5,000	FRIDAY, 6th Aug., at Noon.
YOKOHAMA, KOBE and YOKOHAMA	NIKKO MARU, Capt. M. Yagi	6,000	FRIDAY, 3rd Sept., at Noon.
YOKOHAMA, KOBE and YOKOHAMA	NIKKO MARU, Capt. M. Yagi	6,000	WED'DAY, 4th Aug., at Noon.
YOKOHAMA, KOBE and YOKOHAMA	HITACHI MARU, Capt. Wm. Wade	7,000	FRIDAY, 6th Aug., at 5 P.M.
BOMBAY via SINGAPORE and COLOMBO	TOTOMI MARU, Capt. R. Smith	4,500	MONDAY, 9th August.

EXTRA PASSENGER SERVICE NEW STEAMERS—
EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Co.'s NEWLY BUILT 9,000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

KAMO MARU	(Capt. F. L. Sommer)	On Fri. 30th July.
MISHIMA MARU	(Capt. A. E. Moser)	About Wed. 25th Aug.
ATSUTA MARU	(Capt. Wm. Thompson)	About Wed. 22nd Sept.
MYASAKI MARU	(Capt. W. Bainbridge)	About Wed. 20th Oct.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

CHEAPEST ROUND TRIPS

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.
SPECIAL EXCURSION (1st & 2nd CLASS) AVAILABLE FOR 4 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

Option of rail between Calling Ports in Japan.

For further particulars apply to

T. KUSUMOTO,
MANAGER.

Hongkong, 8th June, 1909.

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HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE:

S.S. SPEZIA	13th Aug.
S.S. C. FELD LAEISZ	17th Aug.
S.S. AMBRIA	27th Aug.
S.S. NICOMEDIA	8th Sept.
S.S. LIBERIA	15th Sept.

Further Particulars, apply to—

Hongkong, 29th July, 1909.

HOMeward.

FOR HAVRE, ROTTERDAM, BREMEN, & HAMBURG:

S.S. SEGAVIA	1st August
S.S. SAMBRIA	12th August
FOR Marseilles, HAVRE & HAMBURG:	
S.S. SLAVONIA	23rd August
FOR HAVRE, BREMEN & HAMBURG:	
S.S. ANDALUSIA	2nd Sept.
FOR Marseilles, HAVRE & HAMBURG:	
S.S. SAXONIA	7th Sept.
FOR HAVRE & HAMBURG:	
S.S. SPEZIA	14th Sept.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

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EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC Co., Ld.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
COPENHAGEN and ST. PETERSBURG	"SIAM"	About 25th July
SHANGHAI, YOKOHAMA and KOBE	"INDIEN"	About beg. of Aug.
MARSEILLES, HAVRE, COPENHAGEN and GOTHENBURG	"YEDDO"	About Middle of Aug.

For Further Particulars apply to

Hongkong, 14th July, 1909.

MELCHERS & Co.,

AGENTS.

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THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-
SIBERIAN RAILWAY.TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

Head Office for the Far East:—

16, DES VŒUX ROAD,

HONGKONG.

Japan Office:—

14, WATER STREET,

YOKOHAMA.

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JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TIKINI	JAPAN	Second half of July	JAVA	Second half of July
TIJIMAH	JAPAN	Second half of July	JAVA	Second half of July
TIJIBODAS	JAPAN	First half of Aug.	JAVA	First half of Aug.
TIJILATJAP	JAVA	First half of Aug.	SHANGHAI	First half of Aug.
TIJILWONG	JAPAN	Second half of Aug.	JAVA	Second half of Aug.
TIJIPANAS	JAVA	Second half of Aug.	JAPAN	Second half of Aug.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 13th July, 1909.

Telephone No. 375.

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SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA.

HONOLULU and SALINA CRUZ (Mexico).

S.S. AMERICA MARU ... 6000 tons gross ... Sail Aug. 30th, at Noon.

S.S. HONGKONG MARU ... 6000 " ... Oct. 26th, at Noon.

S.S. MANSU MARU ... 500 " ... Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, York Building.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR

STEAMERS

(Gross reg.)

LEAVES.

TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIZU and YOKOHAMA	"FITZPATRICK"	SATURDAY, 31st July, at Daylight.
	Capt. E. E. Hutchinson, 4,416	SATURDAY, 28th August, 6,178

The Co.'s Newly Built Steamers have fair speed. Superior accommodation. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE
Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

FOR	STEAMERS	LEAVES
TAMSUI VIA SWATOW, ANPING VIA SWATOW, & AMOY	"DAIGI MARU" Capt. H. MURAYAMA "SOSHU MARU" Capt. K. SUGI	SUNDAY, 1st Aug., at 10 A.M. WED'DAY, 4th July, at 10 A.M.

A Special Reduction of 20 per cent. on 1st and 2nd Class Fares to Fochow will be made during the months of August and September.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.

First Class Cuisine.

The Newly Built Steamers: "CHOSUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,
MANAGER.

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NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENAVON"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at THEIR RISK into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 2nd Aug. will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, where they will be examined on the 2nd Aug., at 11 A.M.

No claims will be recognized if not presented within 14 days of the arrival.

McGREGOR, BROS. & GOW.

Hongkong, 26th July, 1909.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"SUMATRA"

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 4th Aug., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 28th July, 1909.

[1]

THE TIENTSIN LIGHTER CO., LD.

LIGHTERAGE, TOWAGE, STEVEDORAGE, ETC.

The Company possesses a Fleet of Lighters and Tugs and is prepared to undertake the discharge of steamers and lighterage between Taku Bar and Tientsin.

DOCK AND ENGINEERING YARD, TONGKUI.

Estimates for all Classes of ENGINEERING and FOUN

CORRESPONDENCE.

THE TYPHOON SIGNALS.

(TO THE EDITOR OF THE "HONGKONG DAILY PRESS.")

Hongkong, July 29th.

Sir,—Passing up between the Paracel Islands and the Macao Island Bank on the night of 25th-26th, we had a most delightful run up to Hongkong with beautiful clear sunny weather and light easterly breezes, gradually backing to N.W. as we neared the islands, and a sea that would have been perfectly smooth but for a slight swell from N.E. that furrowed its surface. When passing Gap Rock, it was noticed that a cone was hoisted on the flagstaff, and we were given to understand that that meant that a storm warning was hoisted in the harbour. We could hardly credit it, as the weather was so lovely, but when we had arrived in the harbour we were shown a signal displayed on the Kowloon Point, and told that it meant that "a typhoon was to the S.E. of Hongkong, but beyond 300 miles, and travelling to the N.W." No cargo boats came alongside during the 27th to relieve the ship of the bulky cargo she had brought up from South to the port, and we were informed that nearly all the lighters and smaller craft had sought shelter in the typhoon anchorages, and that it was quite problematical whether any discharge of cargo would take place on the following day.

It seemed very hard to realize that a storm of any magnitude could possibly be anywhere near the Colony, but after listening to some really hair-raising accounts of the 18th September, 1906, and the great loss of life and destruction to water-borne property that had ensued from its passage over the waters of the Colony, we decided to keep our own counsel and await developments. At 6 p.m. a Black Drum was hoisted on the Kowloon Point, and the officers informed us that that meant that the "typhoon was within 300 miles of the Colony," so we shivered apprehensively, and retired to our cabins in anything but a cheerful frame of mind, and yet it was a lovely night, a deliciously light and cool breeze making itself felt on deck on the side where we sat after dinner, the sky clear overhead, and the moon and stars shining brilliantly. A perfectly peaceful and quiet night ensued, and the sky before morning sunrise seemed to promise an equally beautiful and quiet day; but one of the ship's officers informed us that the black typhoon signals were still up, and that it would be prudent for us to remain on board until they were hauled down, or else we might find it very difficult to get a boat to bring us back to the ship. So again, much against our wish in such lovely weather, we remained on board and witnessed another day of enforced idleness on board the ship and those at anchor near her. The ship herself lying under steam the whole time, although securely fast to her buoy, and yet a more perfectly beautiful and quiet sunny day it would be hard to conceive anywhere, or a more perfect day for the discharge of cargo. In the afternoon a launch from the office came alongside, and we then learnt that such stoppages of work in the harbour of Hongkong had been quite frequent during this month of July, and that the losses to trade had been truly enormous. We were informed that two of the big coasting companies of the China Coast had suffered enormous losses through having a great number of their ships in port and all idle for days and days with steam up all the time because of the typhoon signals being up, and demurrage going on several of them, while others of them were losing good cargoes through their time limit having expired; many of their ships also lying idle for days at Wanchai with coal cargoes on board that allow but a small margin of profit if discharged expeditiously; and that a great sum of money had had to be expended on Sunday. Permits to try and avoid some of the charter penalties.

So now, Sir, after having been kept a prisoner on board ship for three days, and been made to feel frightened and anxious in my mind during two nights, so much so that I had the nightmare last night, I feel that I really have a grievance.

So I would like to ask you whether you consider that efficient steps have been taken to ensure that the shipping lying in the waters of this Colony are efficiently warned about the approach of storms that are likely to endanger water-borne property, without unnecessarily impeding the work of discharging and loading the ships? To put it in another way—Are those who are in charge of the Hongkong Observatory in constant daily communication during the typhoon months with stations situated in such positions around the harbour of Hongkong that they can receive an unfailing supply of ample meteorological data from those stations, from which they can deduce really satisfactory conclusions as to the distance from and movements towards the waters of the Colony of typhoons that may have originated in the Pacific or the China Sea? And if not, why not? You ask me, to what stations do I refer? Why, of course, I refer to such stations as the Cape of Good Hope, Swatow, the South Cape of Formosa, the Pratas Island, and Hainan Head, as these would constitute the inner circle round the Colony. And Manila, Balabac Island, and Tournay or Kue, would constitute the Outer Circle. Wireless telegraph apparatus to be fitted on those stations that are not already in communication with Hongkong by cable; especially the station on Pratas Island, which appears to me to be ideally situated between Hongkong and Manila as a half-way house from which those in the Hongkong Observatory might be informed accurately as to the meteorological conditions prevailing in the sea to the South-East of the Colony.—I am, Sir, Yours faithfully,

TRAVELLER.

SUPREME COURT.

Thursday, July 29th.

IN BANKRUPTCY.

BEFORE HIS HONOUR SIR FRANCIS FERGUSON (CHIEF JUSTICE).

A PETITION ADJOURNED.

Re the Ko Tean King.

Mr. R. D. Atkinson (of Messrs. Deacon, Looker and Deacon) said this matter was adjourned a fortnight ago in order to allow the Official Receiver to make inquiries as to whether there were sufficient assets in the shop. The assets, according to the declaration of assets, amounted, as far as the petitioning creditor could say, to about \$87,700.

His Lordship—Is this the ginger shop?

Mr. Atkinson—The preserved fruit shop.

His Lordship—What is the state of the bankruptcy?

Mr. Atkinson—I understand there is an offer of \$2,000 for the goodwill of the business, and those \$2,000, so far as I am aware, are the only assets available to the debtor. The furniture and fittings were sold under a restraint for rent about ten days ago, and realised about \$800. I believe there is a small balance besides this offer for the goodwill.

His Lordship—What are the liabilities?

Mr. Atkinson—About \$70,600, as far as the petitioning creditor can say.

The Official Receiver (Mr. Fletcher)—I don't agree with the statement that \$2,000 has been offered for the goodwill. I was offered \$500 for the whole of the business in the beginning, and Mr. Lamert, from whom I made enquiries, considered that a good price. A man came and offered \$2,000 if the sale was stopped. I suggested to him that he should buy the business himself, and I understand that he did so. The business was sold at auction for \$819 against a restraint of \$1,220. The goodwill was not sold, but I think it was worth nothing.

Mr. Atkinson—I understand a man is ready to give \$2,000 for the goodwill.

His Lordship—There are not enough assets to warrant me making an order.

Mr. Atkinson—Would your Lordship adjourn the case for a week in order to ascertain whether the purchase for \$2,000 can be put through or not?

His Lordship—I will adjourn it to Chambers.

The matter can be discussed there.

RECEIVING ORDER GRANTED.

Re the Sang Cheong Chai.

Mr. Davidson (of Messrs. Hastings and Hastings), who appeared for the petitioning creditor, said this was a petition for a receiving order to be made against the Sang Cheong Chai firm. The debt was 600 taels, and the act of bankruptcy was that on June 30th notice was given to the petitioning creditor by the firm that they had suspended payment of their debts.

His Lordship—I have to see the notice of suspension.

Mr. Davidson—I can obtain that. Another act of bankruptcy is that the managing partner has absented himself from the business.

The Official Receiver—He is the sole owner, and he has absented. I think this is a clear case for a receiving order.

His Lordship—What are the assets?

Mr. Davidson—The only asset the petitioning creditor is aware of is a quantity of timber worth \$1,000. I understand this has been sold under restraint, the restraint has been satisfied, and I believe there is a balance of \$800 or \$900 left as well as some book debts of which the petitioning creditor has no information.

His Lordship—What are the liabilities?

Mr. Davidson—That I don't know. The Official Receiver—Between \$800 and \$900 in hand, and about \$14,000 worth of book debts. I am satisfied there is a reasonable prospect of a dividend.

The order was granted.

REPORT BY THE OFFICIAL RECEIVER.

Re Yuen Lan Hin.

The Official Receiver stated that Messrs. Deacon, Looker and Deacon had applied Chambers in this matter for a receiving order. Debtor was a sub-contractor, and practically his only assets were \$2,000 due under a contract. The speaker wrote to the War Department regarding the debtor, and received a reply that they had no knowledge of him, as he was not on the War Department list of contractors.

In spite of that, Mr. Fletcher thought it was possible that there was some mistake in names, and that the debtor was a sub-contractor for another man. He asked that the application be postponed until he could make further inquiries. The request was granted.

ADJUDICATION ORDERS.

Re Lam Wing.

The Official Receiver applied for an adjudication order in this bankruptcy. The receiving order was made on January 13th, 1908, and the adjourned first meeting of creditors was held on March 23, at which it was unanimously resolved that the debtor should be adjudged bankrupt and the Official Receiver appointed trustee. The public examination was held on April 16th. It was customary for the solicitor who appeared for the debtor to apply for adjudication and file it, but in this case nothing had been done, so he would ask that the adjudication order be made now.

His Lordship—When was the meeting of creditors?

The Official Receiver—On March 23rd, 1908. His Lordship—That prevents it going into the rubbish heap.

The Official Receiver—I apply in this connection that the Official Receiver should apply for a receiving order in every case. He presides at the meeting of creditors and reports to the Court, and it is customary at home for him to file adjudication orders as it prevents delay.

His Lordship—I am not quite prepared to make a general order to that effect. I should say, unless an adjudication order is applied for within a month.

The Official Receiver—I have made it a practice always to apply at once on the resolution of the creditors. A solicitor does not always know what the creditors have resolved, as he is not always present at the meeting.

His Lordship—I will consider it, and make a general order during the week if you will see me in Chambers. In this case I make the order.

SMALL INCOME AND LARGE FAMILY.

Re C. M. Barradas.

The Official Receiver conducted the public examination of debtor.

C. M. Barradas said he had been employed as a clerk in the China Sugar Refining Co. for three years at a monthly salary of \$125. Roughly, his liabilities totalled \$1,500 and he had no other assets than his salary from the firm.

What family do you support on your salary?

I have a wife and eight children.

And only one of your children is earning a salary?—Yes, my son receives \$50 a month, out of which he gives me \$30 and keeps \$20.

And you rent a room to a Chinese cook for \$5 a month?—Yes.

Your indebtedness is chiefly owing to monies borrowed?—Yes.

When did you start borrowing money?—Between six and seven years ago.

And you have never been in a position to pay it off?—No.

And as loans become due and people pressed you, you borrowed more money to pay off the former loans?—Yes.

Have you had any extraordinary expense at any time?—Doctors' bills.

What, roughly, have you spent this year on doctors?—Over \$100, besides medicines for which I paid cash.

It has been reported to me by a creditor that either just before or after your petition in bankruptcy you gave a feast at your house on the occasion of the confirmation of one of your daughters. Is that correct?—It is not so.

The Official Receiver—That is all I wish to ask the debtor. This is a very small bankruptcy, and some friends are willing to put up enough money to pay off 15 per cent. I have had a meeting of creditors, and they are willing to accept the composition.

The public examination was closed.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (PUNISH JUDGE).

CLAIM FOR GOODS SUPPLIED.

His Lordship heard further evidence in the action between Abdul Kader and Kirpa Ram and Mangta Ram, in which the plaintiff sought to recover from the defendants \$159.67 for goods supplied.

Plaintiff was represented by Mr. M. Reader Harris (of Messrs. Wilkinson and Grist), and the second defendant by Mr. J. H. Gardiner. Judgment was reserved.

AN ABSENT WITNESS.

A case was called on in which Wong Pak Kin sued Chiu Fuk Kwan to recover \$434.41, being \$103 for money lent; and to \$338 for money paid by plaintiff to the Chun Wo firm on behalf and at the request of the defendant; and as to \$293.41 damages for wrongful detention of one set of gold buttons, one gaus waistcoat and one pawn ticket relating to the pawning of one pair of pearl earrings mounted with gold.

Mr. P. W. Goldring (of Messrs. Goldring, Barlow and Morrell) represented the plaintiff, and Mr. Davidson (of Messrs. Hastings and Hastings) appeared for the defendant.

Mr. Davidson applied for an adjournment, stating that his Lordship had made an order that the case was to be tried yesterday subject to his friend furnishing particulars on Saturday, but Mr. Goldring had not furnished them until a day or two ago.

Mr. Goldring—They were furnished on Monday.

Mr. Davidson—My friend is in default.

His Lordship—Was any date mentioned?

Mr. Davidson—Saturday morning.

Mr. Goldring said he was not aware of this, and his instructions were to get on with the case if possible, as his client was going away. He applied the particulars by letter on Monday afternoon.

Mr. Davidson—I got them on Tuesday.

His Lordship—There is this: I don't want to put more things off than I can help, as the Full Court will be sitting next week. (To Mr. Davidson)—You have had time to go into the particulars?

Mr. Davidson—I can't honestly say that I have not, but as a matter of fact one of my witnesses is not here.

His Lordship—Was it an expression of opinion that they should be ready on Saturday, or was it an understanding?

Mr. Davidson—I think it was an understanding. I cannot say for certain that your Lordship made it conditional.

His Lordship—I am not sure that I did. In any case I could not give you the costs of a postponement. It would have to be costs in the case.

Mr. Davidson—I shall be quite satisfied with that.

His Lordship fixed the hearing for this afternoon.

LATEST STEAMER MOVEMENTS

The E. & A. str. *Empire* left Sydney on the 29th inst. for this port (via Queensland Ports and Manila).

The cargo of Silk shipped on board the M.M. str. *Sydney*, which left this port on the 22nd inst., was delivered in Lyons on the 28th inst.

The C.P.R. str. *Empress of India* arrived Nagasaki at 7 a.m. on the 29th inst., and left again at 4 p.m. same day for Kobe, where she is due to arrive at 8 p.m. on the 30th inst.

The P.M. str. *Korea* arrived at San Francisco on the 27th inst.

AT THE MAGISTRACY.

Yesterday a Chinese was sentenced to six weeks' imprisonment and four hours' stocks for breaking into a house in Wellington Street and stealing a quantity of clothing.

For stealing eight tallow candles from the Hongkong and Whampoa Dock Company a coolie woman was yesterday sentenced to fourteen days' imprisonment.

The case in which two coolies are charged with the theft of a quantity of white serge valued \$625, the property of Tak Cheong, Queen's Road Central, was remanded.

A woman was brought before Mr. Hazeland yesterday on a charge of stealing a quantity of clothing valued \$90 and other articles valued \$4.50. The charge was not proved and the case was dismissed. The defendant and the plaintiff, having quarrelled, were bound over to keep the peace for a year.

Despite the publicity given to the bank note cases the trick still works among the simple. Two men tried the trick on a Chinese woman in the centre of the city on Wednesday. One told her he had picked up a bundle of notes which he would like changed, but he did not know how to do it, and his friend wanted to do it for him, but the first man would not trust him. Then they suggested that the woman should undertake to have the money changed, and she was shown two or three bank notes projecting from the handkerchief. She was handed the bundle and was about to let them have her three gold rings as security when a detective who had been watching the scene intervened and arrested both men. The three single dollar notes which had formed the wrapping to the inside bundle, and which had helped to give an appearance of wealth, had been removed from the parcel before it was transferred to the woman, who had of course nothing but a piece of paper. The men were yesterday sentenced to three months' hard labour each, and one received an additional sentence as he had been wanted for a similar offence committed some months ago.

THE NEW AMERICAN MINISTER.

A special telegram from New York to the *Shanghai Times* says—

The appointment of Mr. Charles S. Crane, of Chicago, as American Minister to China has been the occasion of a deluge of favourable comment in the press of all sections of the country. These comments almost unanimously make reference to the position of American Minister at Peking as one of the most important in the diplomatic service, and hail the appointment of Mr. Crane as the beginning of a new progressive policy. The commercial interests are especially pleased, and are planning a series of farewell dinners and receptions to Mr. Crane, in which it is expected that many of the leading men of the nation will participate. At his recent meeting with the bankers in New York Mr. Crane discussed the question of loans to China, and predicted a rapid expansion of American interests. He further stated that he regarded the financial condition of China as stable, and that he would unquestionably meet all her obligations. Mr. Crane said: "China will respond to friendly advances if fairly treated, and it should be the first duty of America to help China to become a strong nation."

COMING ASSASSINATIONS.

INDIAN'S ASTOUNDING LETTER TO "THE TIMES."

A Statesman special cable from London, dated July 9, says that Yendrenath Chattopadhyaya writes an astounding letter to *The Times*, supporting the protest made by the young Indian law student, Savarka, at a meeting of Indians called to express abhorrence at the murder of Col. Curzon Wylie, and held in the Canton Hall.

Chattopadhyaya adds that ocerolion will drive India headlong to destruction. If England still believes she is in the interest of humanity, she will be disillusioned earlier than she thinks. The catalogue of coming assassinations will probably be a long one, and the responsibility for its length will have to be laid at the door of those who, instead of espousing the cause of Indian freedom, wish to hold India in the interests of Great Britain.

The police are acting in the matter.

KING LEOPOLD'S SUGGESTIONS.

COUNTRIES OF THE FAR EAST AND BELGIUM.

King Leopold recently paid a second visit to Antwerp, for the purpose of attending the national celebration of the annexation of the Congo. In the course of a speech delivered during the proceedings, His Majesty said—

The Congo is richer than you believe, and I am very happy to have given you that Colony. The greatest satisfaction for a Sovereign is to work for the prosperity of his people. The prosperity of the country, and particularly of your port, would be still greater if we possessed a merchant marine. I cannot too strongly invite your attention to the great interest which the countries of the Far East present for Belgium, particularly China, which, at the instigation of the Powers, has adopted the policy of the open door. Belgium should establish banks and financial houses in China to facilitate trade with that country. Why should not the non-occupied lands of the Congo be given to those who would promote such establishments in the Far East, in recognition of the initiative of which they would thus be giving proofs?

His Majesty's speech was loudly cheered.

EVEN IN A ROYAL SALAD.

This sadly dilapidated story found its way from quite exalted lips to rather humble ears, and so to this extremely humble pen. At luncheon at Buckingham Palace, the other day, one of the young princes of Wales began, "Oh, grandpa," when the King interposed with some severity. "Little boys should be seen and not heard. Go on with your luncheon, and don't talk." Collapse of small prince. To him presently the King, relenting: "Well, now you can say what you were going to say." Prince, with a moment of meaning: "Too late, grandpa; too late." The King: "Nonsense! If it was worth saying five minutes ago it is worth saying now." Prince, firmly: "No, grandpa. There was a great enormous slug in your salad, and you've eaten him."

CHINA'S TRADE IN 1908.

Mr. J. L. Chalmers, Statistical Secretary of the Imperial Maritime Customs, in reviewing the trade of China as a whole for the year 1908 writes:—

GENERAL.

The hope of a revival of foreign trade, which seemed to be justified on a review of the conditions prevailing in the beginning of 1908, was not realized. Depression reigned almost universally from the beginning of the year to its close. The continuous fall in the value of silver was discouraging to the import trade in general, and in the already languid state of the market, it played an important part in the history of an unprofitable year. But the foreign trade has always had to reckon with the uncertainties of exchange, which when unfavourable to one branch of the trade is favourable to another, as shown by the record value of exports in 1908 and other causes must be sought to explain the absence of demand for foreign goods in the face of a flourishing export trade, since it cannot yet be adequately accounted for by the development of home industries, considerably as that development has been. Among these causes the high price of rice was still prominent, in spite of the good harvests of the preceding year and the continued importations from Indo-China. A great improvement, however, has been seen in this respect since the middle of 1908. The retail price of the best Kiangnan rice at Shanghai, which in August was \$5.80 a picul, fell to \$4 at the end of December, and at the present date is about \$3.40; and it may be assumed that a similar cheapening of this necessary article has taken place in all districts that are easily accessible by water transport. At Yochow in September the price per picul is reported to have been \$2.20, and at Chungking in the same month it was \$2.50. Another and more serious obstacle to free interchange was the depreciation of copper coins, due in certain districts to scarcity of silver, but in general to the excessive outturn from the Mints. The value of these coins fell steadily, and at the close of the year one dollar exchanged for 135 copper coins (10-cash pieces) on the Middle Yangtze, for 126 on the Lower Yangtze, and for 128 at Chefoo, while the rates reported from southern maritime provinces vary from 110 to 115. This, as closely touching the great mass of the people, appears to be one of the most serious aspects of the currency problem—a problem which, from all points of view, calls urgently for solution. But while according full value to these and other reasons for commercial depression, it will probably be right to recognise in the reduced surplus of imports over exports a natural and healthy effort to readjust expenditure to income. In 1908 the "war remittances," estimated by Mr. H. B. Morse at a possible Hk. Tls. 150,000,000, gave to the import trade an impulse which continued to be felt after the special conditions to which it owed its origin had disappeared, with the result that importations were largely in excess of market requirements and have been disposed of with ever-increasing difficulty and loss. The vigorous condition of the export trade and the progress being made in the creation of manufacturing industries are of the best augury for the future. Shanghai distributed in 1908, 350,000 piculs of cotton yarn from local mills, valued at Hk. Tls. 2,772,000, or some 82 per cent. more than in 1907, while the distribution to ports of Shanghai Mill flour was 753,180 piculs, valued at Hk. Tls. 2,717,000, or 36 per cent. more than in 1907. Hankow gives details of a great activity, especially in the production of iron and steel at the HanYang Ironworks from T'ayeh one end of coal from the Pinghsing mines. There is no doubt that in the next few years China will make strides towards the position as an industrial nation for which she is destined by virtue of her natural resources and the character of her people, and to this end education as well as official encouragement should be directed. Too much is heard of adulteration of watered cotton, slaty coal, and dirty wheat; and the splendid tea and silk trades are being endangered by the retention of primitive methods of production in the face of a formidable foreign competition.

THE OPIUM CAMPAIGN.

The year witnessed the prosecution by the provincial authorities of a determined campaign against the cultivation of the opium poppy, the effects of which campaign cannot fail to be reflected in foreign trade in the near future. That the effects will be good in the long run seems also certain; but immediate prohibition must, in proportion to its success, disorganise trade for a time in the opium-growing provinces, whose total income from the poppy can hardly be less than 100,000,000 and may be more than 150,000,000. In the belief that the strongly held by industrial Viceroys that the 10-year limit allowed by the original Edict for the extinction of opium cultivation was too long, and by encouraging prohibition until the undoubted popular enthusiasm for reform should have died down to the end and increase rather than diminish the administrative difficulties of the undertaking. In accordance with this view the immediate eradication of the poppy is now the declared policy in 15 provinces, and in these it is promised that the production of opium will cease in 1909, while in others its suppression is to take from one to two years longer. Reports from the various provinces leave no room to doubt the vigour and reality of this reform or the earnestness with which the people are backing the anti-opium movement generally; and even if the task of the Government should not be fulfilled within the allotted time, it may be hoped that the success attained will be such as to bring final victory well within sight.

VALUE OF FOREIGN TRADE.

Next follows a review of the Railway situation and then a brief account of the commercial outlook in the provinces, after which the report proceeds—

"The direct foreign trade for the year gives a net value of H.K. Tls. 671,195,881, as compared with H.K. Tls. 980,782,066 in 1907; and it consists of imports to the value of H.K. Tls. 394,505,478 and exports to the value of H.K. Tls. 276,690,403, compared with H.K. Tls. 416,401,269, and H.K. Tls. 564,380,697 respectively in 1907.

SHIPPING.

With regard to Shipping, Mr. Chalmers reports:—

Entries and clearances totalled 207,605—steamers, sailing vessels, and junks—and the falling off, as compared with the figures for 1907, of 10,327, was due to the smaller number of junks recorded at Moukeng, Kowloon, and Shanghai. The total tonnage, 83,991,580 tons, was, nevertheless, once more the largest on record, showing an increase of 3,881,825 tons. At Dairen there was an addition of 1,369,000 tons, and at the Yangtze ports an addition of 2,737,000 tons. Tonnage under the British flag increased by 1,089,000, and with a total of 34,405,761 tons, was 41 per cent. of the whole; while the Japanese flag with a total of 18,055,139, or 21.5 per cent. of the whole, shows a gain of 2,455,929 tons, of which 1,103,000 tons were added at Dairen. French shipping increased by 360,000 tons, principally at Yangtze ports, showing a total of 5,071,629 tons, and under the Chinese flag 400,000 tons were gained by steamers, while

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[35]

junks lost 140,000 tons. In China, as elsewhere, there has been an over supply of tonnage, resulting from the excessive shipbuilding of recent years, and freights have been low.

BALANCE OF TRADE.

The value of net foreign imports (o.f.f. value) exceeded that of exports abroad (o.b. value) by Hk. Tls. 117,845,075, or 423 per cent., as compared with 74 per cent. in 1907, 75 per cent. in 1906, and 97 per cent. in 1905. The excess of imports over exports is thus being reduced each year, and it is now in fact smaller than in any year since 1900. Deduct, further, the net export of treasure, and the balance of liabilities in the trade of 1908 is reduced to Hk. Tls. 105,230,640. To the report for 1904 there was appended an estimate for 1903 of China's commercial assets and liabilities, which considering the many intricate problems involved and the insufficiency of reliable data, was probably as close an approximation to fact as was then attainable. In the lapse of five years much has been changed, and a revised estimate, were it possible to offer one here, would no doubt show considerable additions under certain headings and deductions under others. It is, for example, probable, on the side of liabilities, that expenditure on Chinese Embassies and Consulates abroad and by Chinese students and travellers abroad has increased, and it is certain that the estimated expenditure on munitions of war in 1903 is much too high for 1908; while on the side of assets, reductions would probably have to be made in the estimate of foreign money spent on developing railways and maintaining foreign garrisons, and additions to the estimated income from Chinese emigrants abroad would perhaps be necessary. I assume, however, that the net result of a revised estimate would still be sufficiently near the original estimate to justify the use of the latter in an attempt to strike a balance. On this assumption, and adopting once more the figures for invisible liabilities and assets used in the last two reports, the account would stand as follows:—

LIABILITIES.	
Value of merchandise imported in 1908	Hk. Tls. 394,505,478
Loans and indemnities	51,000,000
Invisible liabilities	35,000,000
	477,505,478
ASSETS.	
Value of merchandise exported in 1908	Hk. Tls. 276,690,403
Net export of treasure from commercial area	12,614,435
Invisible assets	147,000,000
	436,294,838
Difference to be Accounted for	Hk. Tls. 41,210,640

EXCHANGE.

After the remarkable drop of 7 pence in the sterling value of the Shanghai tael during the last quarter of 1907, the exchange diagram for 1908 indicates a return to comparative steadiness. The demand value of the tael, beginning the year at 29.91 pence, rose in January to

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGERS. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

NEW ADVERTISEMENTS

FIRE INSURANCE ASSOCIATION OF HONGKONG.

BANK HOLIDAY.

IN Accordance with Ordinance No. 6 of 1875, all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 2nd August (FIRST MONDAY IN AUGUST).

By Order, E. A. M. WILLIAMS, Secretary. [1021]

MARINE INSURANCE ASSOCIATION OF HONGKONG.

BANK HOLIDAY.

IN Accordance with Ordinance No. 6 of 1875, all MARINE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 2nd August (FIRST MONDAY IN AUGUST).

By Order, E. A. M. WILLIAMS, Secretary. [1022]

THE TRADE MARKS ORDINANCE, 1893.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE IS HEREBY GIVEN that MESSRS F. BLACKHEAD & Co., of Victoria, in the Colony of Hongkong, Merchants, have on the 15th day of July, 1909, applied for the registration in Hongkong in the Register of Trade Marks of the following TRADE MARKS:—

1. The representation of an Elephant and
2. The representation of Two Anchors crossing each other.

In the name of FRIEDRICH HEINRICH HOFFMANN and FRIEDRICH JOSEPH RUDOLPH SCHWARZKOPF, who claim to be the Sole Proprietors thereof.

The TRADE MARKS have been used by the Applicants in respect of the following Goods:—BLUE MOTTELED and OTHER SOAP, in Class 47.

Facsimiles of such Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong and of the Undersigned.

Dated the 29th day of July, 1909.

DEACON, LOCKER & DEACON, Solicitors for the Applicants. [1023]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, and PORT SAID.

(Taking Cargo through rates to the BRITISH RED SEA, BLACK SEA, LEVANT, VENEZIA and ADRIATIC PORTS).

THE COMPANY'S STEAMSHIP

"SILEZIA," Captain Radzich, will be despatched as above on or about the 25th August.

This Steamer has splendid accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight, apply to

SANDER, WIELE & Co., Agents, Princes Buildings, Hongkong, 30th July, 1909. [3]

WANTED.

A CHINESE CLERK, with Good Knowledge of English and General Office routine. Typewriting essential. Apply by letter to "M," Care of "Daily Press" Office. Hongkong, 26th July, 1909. [994]

THE UNION INSURANCE SOCIETY OF CANTON, LIMITED.

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that Petitions were on the 5th July, 1909, presented to the Supreme Court of Hongkong in its Original Jurisdiction by the above named Society and Company respectively to confirm the alterations of the said Society and the said Company's respective objects proposed to be effected by Special Resolutions of the said Society and the said Company respectively, unanimously passed at Extraordinary General Meetings of the said Society and the said Company respectively held on the 21st April, 1909, and subsequently unanimously confirmed at further Extraordinary Meetings of the said Society and the said Company respectively held on the 7th May, 1909, and which Resolutions respectively run as follows:—

"That the Memorandum and Articles of Association of the Society (Company) be respectively extended, altered and amended so as to read as shown in the print signed for the purpose of identification by the Chairman of the said Meeting and that such extended, altered and amended Memorandum and Articles of Association be henceforth adopted as the Memorandum and Articles of Association of the Society (Company) to the exclusion of those heretofore prevailing."

AND NOTICE IS FURTHER GIVEN that the said Petitions are directed to be heard before His Honour Sir Francis Pigott, Chief Justice of the said Court, in fifteen days from this Date and any person interested in the said Society or the said Company, whether as creditor, policy-holder or otherwise, desirous to oppose the making of an Order for the confirmation of the said alteration under the Companies Ordinance 1865 should appear at the time of hearing by himself or by his Counsel for the purpose and a copy of the said Petition, or either of them, will be furnished to any such person requiring the same by the undersigned on payment of the regulated charge for the same.

Dated the 20th July, 1909.

C. MONTAGUE EDE, Secretary to the said Society and the said Company.

PUBLIC COMPANIES

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LTD.

AN INTERIM DIVIDEND of \$350 Per Share for the Six Months ending 30th June, 1909, will be Payable on TUESDAY, 3rd August, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, 26th July, TUESDAY, 3rd August (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary. Hongkong, 20th July, 1909. [982]

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of DOLLARS TWO Per Share for the Six Months ending 30th June, 1909, will be Payable on the 3rd August, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 26th July, to TUESDAY, the 3rd August (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary to the HONGKONG LAND INVESTMENT & AGENCY COMPANY, LIMITED. General Agents for the WEST POINT BUILDING COMPANY, LTD. Hongkong, 20th July, 1909. [983]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-SIXTH ORDINARY MEETING of SHAREHOLDERS of the Company will be held at the Office of the Company, Hotel Manfong, on TUESDAY, the 10th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, declaring a Dividend, confirming the appointment of Directors, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 27th July to the 10th August, both days inclusive.

By Order of the Board of Directors, W. E. CLARKE, Secretary. Hongkong, 20th July, 1909. [984]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the Office of the Company, Queen's Buildings, Connaught Road, on MONDAY, 23rd August, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 23rd August, both days inclusive.

By Order of the Board of Directors, GEO. A. CALDWELL, General Secretary. Hongkong, 27th July, 1909. [1015]

CANTON LAND COMPANY, LIMITED.

LOST SHARES CERTIFICATES.

1. ANTHONY BASTINGTON—Scrip No. 77 51/80 10

78 61/70 10

79 71/80 10

80 81/90 10

40

2. CECIL ELLIOTT—Scrip No. 81 151/160 10

3. FINE SHU SAU—Scrip No. 83 182/190 9

84 191/200 10

85 201/210 10

29

4. ALEXANDER GEORGE GRANT—Scrip No. 86 246/255 10

5. ELMARIE SHAW KELLY—Scrip No. 87 311/320 10

88 321/330 10

90 341/350 10

91 351/360 10

40

129 Shares.

NOTICE IS HEREBY GIVEN that

DUPLICATES of the above CERTIFICATES will be issued one month hence, and the ORIGINAL CERTIFICATES, unless produced at the Office of the General Managers within that period, will be held by the Company as null and void.

SHEWAN, TOMES & Co., General Managers. Hongkong, 2nd July, 1909. [918]

MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA, OCHI, MUTABE, HOJO, NAMAZUTA, SAYO, SHINNEW and KAMIYAMADA, Collieries.

SOLE AGENTS FOR KISHIDA, KIMURA and KIGYO, KOMATSU Coals.

HEAD OFFICE—MARUNOUCHI, TOKYO.

BRANCH OFFICES—NAGASAKI, MOJI, KANAGAWA, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above, "IWARAKI" Cables, A1, ABC 5th Ed., Western Union

YOKOHAMA: M. ASADA, Esq. CHINKIANG: Messrs. GRABING & Co. MANILA: Messrs. MACDONALD & Co. For Particulars apply to

H. OISEI, Manager, No. 2, Pedder Street, Hongkong. Hongkong, 9th January, 1909. [665]

INTIMATIONS

BANK HOLIDAY.

IN Accordance with Ordinance No. 6 of 1875, the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 2nd August (FIRST MONDAY IN AUGUST).

HONGKONG JOCKEY CLUB.

NOTICE.

MEMBERS wishing to put down for Subscription Grubstake for the next RACE MEETING are requested to send their Names in to the Undersigned, from whom all particulars regarding Price and conditions pertaining to selection and passing may be obtained.

T. F. HOUGH, Clerk of the Course. Hongkong, 28th July, 1909. [1014]

SUTTON'S SEEDS

Special Selected Collections for this Climate.

VEGETABLES and FLOWERS in AIR-TIGHT CASES. To be obtained from

CHINA EXPRESS CO., 3, Duddell Street. [50]

HONGKONG ICE COMPANY, LIMITED.

IT IS HEREBY NOTIFIED that, on and after the 19th current, the Selling Price of ICE will be INCREASED to ONE CENT Per Pound.

JARDINE, MATHESON & Co., LTD., General Managers, Hongkong Ice Co., Ltd. Hongkong, 13th July, 1909. [957]

COAL.

BUNKER COAL can now be Supplied from the Deep Coals of SARAWAK GOVERNMENT MINES, at Labuan and Brokonet, at Reduced Rates. Large stock always on hand. Apply—SARAWAK GOVERNMENT AGENCY, Labuan. Telegrams: May, Labuan. [939]

TO LET

TO LET.

NO. 6, OBSERVATORY VILLAS, Kowloon. Five-Roomed House; Electric Lights and Tennis Court. "BRANNE BUNGALOW," Kowloon. A Small Garden attached. Moderate Rental. Apply to—ARRATON V. APCAR & Co., 14, Des Voeux Road. Hongkong, 3rd March, 1909. [399]

TO LET.

NO. 2, ELLIOTT CRESCENT, ROBINSON ROAD, Six Roomed House, with Out-house, Commanding a Fine View of the Harbour. Apply to—F. X. D'ALMAIDA & CASTRO, 33, Queen's Road Central. Hongkong, 7th July, 1909. [936]

POPULAR SUMMER RETREAT.

ONE of the BEST HOUSES at Kullang, the beautiful Summer Resort and Sanatorium, near Poohoo, to be let, fully furnished, for the whole season. Apply to Office of this paper for references. Poohoo, 22nd May, 1909. [794]

TO LET.

COMMUNICIOUS PREMISES, Ground Floor, Prince's Buildings, suitable for General Offices. Apply—Care of "Daily Press" Office. Hongkong, 29th July, 1909. [1018]

TO LET.

FURNISHED for Six Months or Longer, a DETACHED HOUSE, with Tennis Court, on Robinson Road. Three Bedrooms. Apply to—Care of "Daily Press" Office. Hongkong, 28th July, 1909. [1013]

TO LET.

NO. 3, LYBURN VILLAS, Kowloon. A Five-Roomed House, with Tennis Court. Thoroughly repaired. Rent Moderate. Apply to—X. Y. Z., Care of "Daily Press" Office. Hongkong, 7th July, 1909. [957]

TO LET.

FIRST FLOOR, No. 6, ICE HOUSE ROAD, NINE ROOMS, Electric Fittings, suitable for Offices or Dwellings. Also, GODOWN, No. 9, Duddell Street. Apply to—A. B. AVASIA, 1, Duddell Street. Hongkong, 1st July, 1909. [912]

TO LET.

NO. 75, WYNDHAM STREET, FOUR ROOMS, Electric Fittings, Verandahs both sides. Full harbour view. Apply to—A. B. AVASIA, 1, Duddell Street. Hongkong, 8th July, 1909. [941]

TO LET.

NO. 1A, WYNDHAM STREET, suitable for SHOP and OFFICE, etc., lately occupied by Weissmann Ltd., for Tiffin Rooms. Apply to—YEE SANG FAT & Co., Opposite General Post Office. Hongkong, 21st June, 1909. [871]

TO LET.

A TWO-STORY EUROPEAN HOUSE No. 10, KENNEDY ROAD, immediately above the Peak Tramway Station, commanding a full view of the Harbour, Serravallo's Quarters behind, and a Lawn in Front, and Cellar, suitable for a First Class Residence. Available on the 1st August, 1909, or earlier by arrangement. Apply to—MOK KOON YUK, Comptroller Office, Messrs. Butterfield & Swire's Office. Hongkong, 24th July, 1909. [1000]

TO LET.

ONE LARGE OFFICE ROOM, No. 1, Prince's Building, II. Floor. ONE SPACIOUS GODOWN, No. 125, Wanchai Road. Apply to—REUTER, BRÖCKELMANN & Co., Hongkong, 1st July, 1909. [911]

TO LET

TO LET.

A HOUSE in Wong Nei Chong Road.

A HOUSE in RYTON TERRACE, OFFICES To Let, No. 2, Connaught Road, 3rd Floor.

No. 3, CLIFTON GARDENS, Connaught Road.

No. 10, DES VOEUX ROAD CENTRAL, 1st floor.

OFFICES in YORK BUILDING, GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B, Des Voeux Road, next to the HONGKONG HOTEL.

FLATS in MORETON TERRACE. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st July, 1909. [97]

TO LET

GODOWNS, Nos. 95, 96 and 97, PRAYA EAST. Apply—CHATER & MODY, Victoria Buildings. Hongkong, 1st February, 1909. [264]

TO LET

STORAGE. FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT 48, above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE. Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 4,000 SQUARE FT. 999 YEARS LEASE. For Particulars, apply—GEO. FEINWICK & Co., LTD. Hongkong, 8th June, 1906. [95]

TO BE LET.

DESIRABLE GROUND FLOOR SHOP in CHATER ROAD, Hongkong. Apply—T. B. L., Care of "Daily Press" Office. Hongkong, 11th May, 1909. [723]

TO LET.

NO. 2, BEACONSFIELD ARCADE, facing the Parade Ground. PREMISES now in occupation of Messrs. Gordon & Co., known as 21, Whitefield, Shaukwan Road.

PREMISES at SHAMEN, CANTON, now in occupation of the Canton Kowloon Railway.

NEW FIVE ROOMED HOUSES in Shelley Street.

The EYRE, No. 13, Peak. Unfurnished from 1st June, 1909.

CMS. PEAK BUNGALOW, furnished, Mount Kailash, from 1st October, 1909, to 30th June, 1910.

BEACONSFIELD ARCADE, Fine Shops, Offices and Dwelling Rooms.

DWELLING ROOMS and OFFICES in Queen's Road Central.

GODOWNS in Duddell Street.

HOUSES in BEILIOS TERRACE, Robinson Road, newly painted and colour-washed, exceptionally cheap rentals.

FOR SALE.—TOR CREST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands. Apply to—LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 23rd July, 1909. [100]

TO LET.

ONE DETACHED ROOM, with Separate Entrance and Verandah. In Prince's Building, Second Floor. Apply to—WM. MEYERINK & Co., Hongkong, 2nd July, 1909. [920]

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour from about October at present in occupation of Messrs. JARDINE, MATHESON & Co., LTD. Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st July, 1909. [918]

TO LET.

"STOWE" 12, Bankam Road, and 5 STEWART TERRACE, the Peak. Apply—A. B., Care of "Daily Press" Office. [862]

TO LET.

GODOWNS Nos. 7, 8 and 10, and the Top Floor of No. 3, (Tang Lay Ting's Godowns East Point). Immediate Possession. Rent exceptionally moderate. Apply to—KAM FOOK, No. 107, Wellington Street, behind the Stag Hotel or Keeper of No. 6, Godown on the Spot. Hongkong, 28th May, 1909. [797]

TO LET.

NO. 1 and 3, MORRISON HILL. Also OFFICES at No. 2, Pedder Street. Apply—Messrs. JARDINE, MATHESON & Co., LTD. Hongkong, 31st May, 1909. [807]

TO LET.

FIVE ROOMED HOUSES at Kowloon. 1 ROOM on First Floor of "Hotel Mansions," with use of Bath Room, suitable for Office or Living Room.

NEW and COMMUNICIOUS SHOPS, Nathan Road, Kowloon, commanding a full view of the Harbour, Serravallo's Quarters behind, and a Lawn in Front, and Cellar, suitable for a First Class Residence. Available on the 1st August, 1909, or earlier by arrangement. Apply to—MOK KOON YUK, Comptroller Office, Messrs. Butterfield & Swire's Office. Hongkong, 24th July, 1909. [1000]

TO LET.

ONE LARGE OFFICE ROOM, No. 1, Prince's Building, II. Floor. ONE SPACIOUS GODOWN, No. 125, Wanchai Road. Apply to—REUTER, BRÖCKELMANN & Co., Hongkong, 1st July, 1909. [911]

TO LET.

GODOWN, No. 5A, DUDDELL STREET. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st July, 1909. [98]

BANKS

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP—Sh. Tals 7,500,000

HEAD OFFICE—SHANGHAI. BOARD OF DIRECTORS, BERLIN.

BRANCHES: Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Tainanfu, Taingtau, Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers:—KÖNIGLICHE SÄNDLUNG (PREUSSISCHE STAATSBANK) Berlin.

DIRECTOR DR. DISCONTINUED. DEUTSCHER BANK S. BLANCHARD. BERLINER HANDELS-GESELLSCHAFT. BANK FÜR HANDEL UND INDUSTRIE. ROBERT WARSCHAUER & Co. MENDELSSOHN & Co. M. A. VON ROTHSCHILD & Söhne. JACOB S. H. STERN. NORDDEUTSCHE BANK IN HAMBURG, HAMBURG. SAL. OPPENHEIM, JR., & Co., Köln. BAYERISCHE HYPOTHEKEN UND WIRTSCHAFTSBANK, MÜNCHEN.

INTEREST allowed on Current Account, DEPOSITS received on terms which may be learned on application. Every description of Banking and exchange business transacted. A. KOHN, Manager. Hongkong, 4th December, 1907. [24]

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SON: THE UNION OF LONDON AND SMITH'S BANK, LIMITED. DEUTSCHE BANK (BERLIN). LONDON AGENT: DIRECTION DER DISCONTINUED GESELLSCHAFT.

INTEREST allowed on Current Account, DEPOSITS received on terms which may be learned on application. Every description of Banking and exchange business transacted. A. KOHN, Manager. Hongkong, 4th December, 1907. [24]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ... £1,500,000 + SUBSCRIBED ... 1,125,000 PAID-UP ... 562,500 RESERVE FUND ... 250,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS: For 12 months ... 4 per cent. For 6 months ... 3 1/2 per cent. For 3 months ... 3 per cent. For 1 month ... 2 1/2 per cent. EVAN ORRISTON, Manager. Hongkong, 27th April, 1909. [23]

THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP ... Yen 24,000,000 RESERVE FUND ... 15,500,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENTS: Tokyo, Yokohama, Osaka, Kobe, London, Lyons, San Francisco, Honolulu, New York, Shanghai, Hankow, Canton, Peking, Port Arthur, Manchuria, Lianyungang, Tientsin, Changhai, Chefoo, Nanchang, Amoy, Swatow, Hongkong, Canton, Peking, Port Arthur, Manchuria, Lianyungang, Tientsin, Changhai, Chefoo, Nanchang, Amoy, Swatow.

HONGKONG—INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per annum on the daily balance. On fixed deposits for 12 months 4 per

THE SEEKER AFTER HEALTH

is always glad to hear of a medicine that has been frequently tried in complete failure to those from which it may be suffering, and that has proved uniformly successful. Such a remedy is BEECHAM'S PILLS. For half a century they have been doing incalculable good, and at the same time from troubles traceable to disorders of the Stomach, Liver, Bowels, or Kidneys.

SHOULD TAKE

these pills. They are a skillful combination of valuable vegetable extracts in precise proportions—and act naturally and gently on the organs at fault, even a few doses showing marked results. Those who desire a sound digestion and active liver, steady nerves, pure blood, buoyant and good spirits, should not delay a single day, but at once provide themselves with, and begin a course of,

BEECHAM'S PILLS.

Sold everywhere in boxes, price 9d., 1/4 & 2/6.

INTIMATIONS

E. R.

COLONIAL SECRETARY'S DEPARTMENT

HONGKONG OPIUM FARM.

NOTICE IS HEREBY GIVEN THAT SEALED TENDERS will be received at the Colonial Secretary's Office, Hongkong, till noon on TUESDAY, the 31st day of August, 1909, for the purchase of the privileges known as the Opium Farm established under "The Prepared Opium Ordinances, 1891-1909" that is to say, the sole privilege of preparing Opium and of selling, within the Colony, (including the New Territories), Opium so prepared, inclusive of the privilege of collecting Gross and of preparing and dealing in Gross Opium, for three years from the 1st of March, 1910.

Full information as to conditions of tendering, etc., can be obtained from the Colonial Treasurer, and the conditions of tendering and form of grant have been published in Government Gazette as Notification No. 401 of the 2nd July, 1909.

A. M. THOMSON,
Colonial Secretary.
Hongkong, 2nd July, 1909. [926]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods. G. K. HAXTON, Manager.
Hongkong 1st April, 1908. [48]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm.
With CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS IN 2 SECONDS.
SIEMSEN & CO.
Hongkong, 6th March, 1907. [47]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.
SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 55SG. at 4s. 6d. and 7s. 5d. per 100. SPORTING REQUISITES and AIR GUNS in Variety.
Inspection invited.
WM. SCHMIDT & Co.
Hongkong, 26th October, 1906. [623]

DAVID CORSAIR & SON'S

MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
ARNOLD, KARBURG & CO.
Sole Agents.
1674

SINGON & CO.

IRON, STEEL, METAL AND HARDWARE MERCHANTS. Wholesale and Retail Ironmongers. Pig Iron and Foundry Castings. General Storekeepers and Shipchangers. Nos. 35 & 37, HING LOONG STREET, (2nd Store, west of Central Market) Telephone No. 515. [583]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.
Hongkong, 31st July, 1907. [629]

A TACK & CO.

FURNITURE & PHOTO GOODS STORE
26, DES VOUX ROAD, CENTRAL.

DEALERS IN
LADIES' & GENTS' BOOTS & SHOES,
UMBRELLAS, &c., &c.

Cameras fitted with
"ZEISS," "GOETZ," "BOSS," & "ALDIS"
Lenses.

DEVELOPING AND PRINTING
A SPECIALITY.

Hongkong, 24th April, 1909. [37]

PRINTING

Nothing creates such a good impression in business as the use of First Class Printing.

The difference in cost between good and bad printing and material is generally nil.

THE "HONGKONG DAILY PRESS" PRINTING WORKS
turn out the Best Printing at Reasonable Prices.

AUCTION

E. R.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction
On MONDAY and TUESDAY,
the 9th and 10th AUGUST, 1909, at 10 A.M.,
each day, at H.M. NAVAL ESTABLISHMENT,
NAVAL AND VICTUALLING STORES,
Comprising:
— OLD AND SURPLUS NAVAL STORES—
CHAIN, WOOD BLOCKS, HOSES,
TOOLS, OLD IRON and METAL, OLD
MACHINERY, ELECTRIC CABLE and
GEAR, MATS and MATTINGS, WOOD
BOXES, LEATHER, COAL SACKS, OLD
INDIA RUBBER, OLD BOATS, FURNI-
TURE, CARPETS, SURGICAL INSTRU-
MENTS, &c., &c., &c.
— OLD AND SURPLUS VICTUALLING STORES—
PROVISIONS, SEAMEN'S CLOTHING,
BLANKETS, MESS TRAPS, IMPLE-
MENTS, STAVES, and a quantity of
ELECTRO-PLATED ARTICLES, &c., &c., &c.

Catalogues will be issued.
TERMS OF SALE:—As Customary.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 24th July, 1909. [1002]

Apollinaris

"THE QUEEN OF TABLE WATERS."

SUPPLIED UNDER ROYAL

WARRANTS OF APPOINTMENT TO

HIS MAJESTY THE KING

AND

H.R.H. THE PRINCE OF WALES.

For Table Use and Mixing with

Wines and Spirits. [956-1]

AS SUPPLIED TO THE HOUSE OF

LOARDS AND HOUSE OF COMMONS.

THORNE'S

OLD VAT

PERCONE

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE

OF GREENOCK AND HAS BEEN SOLD IN 1831

SCOTCH WHISKY.

SOLE AGENTS IN

HONG KONG, CHINA & MANILLA.

A. S. WATSON & CO. LTD.

RIGAUD'S

KANANGA

OF JAPAN

TOILET WATER

Be aware

of imitations.

RIGAUD & Co

PERFUMERS

8, rue Vivienne, 8

Paris-France

40

134-3

TOKENKAI

THE RENAISSANCE OF AN ART-CRAFT
IN JAPAN.

In no country, perhaps, has the cry of "New Japan for Old" been, of late years, more insistent than in Flowering Japan. Whether all the Western innovations and changes for the better it were yet early to predict. The older generation may not unreasonably shake their heads regretfully at an incoming wave of alien modernity, and where the tide is calculated to sweep away old and honourable craftsmanship, there, indeed, the West may well mourn with the East.

Have not we, too, had cause time and again to deplore the disappearance of many a useful and beautiful craft, such as it was the pride of our forefathers to practice?—crafts the mere manual skill at which was perhaps painfully and unwillingly acquired during dreary days of apprenticeship—(since most "beginnings" are hateful, and what normal boy "loves" work?)—but which, once mastered, soon gained an added zest from heart and hand—both combining to spell "Pride of Work."

We of the twentieth century have laid that lesson of destruction to heart. We now, though late in the day, ransack the curio shops, rejoicing over "finds" our present workmen have lost the secret of producing. Here and there success is attending the revival of some of our ancient crafts.

Japan, already fearful of some such impending disaster, is looking to the preservation, or should we not perhaps better say?—the renaissance of her wonderful swordsmith craft, the most flourishing period of which coincided with our latter Middle Ages, roughly speaking, from about the tenth to the fifteenth century. The swordsmiths, however, were not to be so easily won over to keep alive the traditions, enthusiasm, and knowledge of this Art Craft is known as "Tokenkai" and Society of the Sword. There are, alas! but few of the old "Conservators" left to inspire the new-born Society with vigour, yet are there still among those few some who have in their younger days been no mean swordsmiths; especially could this be said of the late Imperial Court Marshal, Sanonmya, who spent much of his leisure time at the anvil; of olden days. Quaint ceremonies, too, of a mystic and religious kind were interwoven into the work, with the swordsmith, for one thing, was bound to be a man of upright character, one leading an honest life. No time was deemed too long, the trouble taken never too laborious, in the forging of this weapon—it must be worthy to bear his name.

Families practised the art from father to son through generations, and also promising youths as apprentices, as did the great painters of old; and one of the professional swordsmiths whose name was earliest fame in the tenth century was Mamechika, both Masamune and Yoshimitsu in the thirteenth century, running him pretty close, if not equalling the fine work he produced. Any reader who has visited Japan will remember having seen such old weapons among the sacred treasures of the old Samurai families; for after the wearing of two blades had been prohibited by an Imperial edict, a second law had to be made forbidding the sale of the now superfluous blade to the overseas barbarian.

Copper or bronze was used for these earliest swords, but for a long time past steel and iron, as well as a combination of both, have been favoured for sword-manufacture, which also involved a number of minute and ingenious precautions utterly unknown in Western countries.

Any one handling an old Japanese blade will at once notice certain lines upon the surface similar to the "grain" found in wood. This peculiarity is accounted for thus:—

The little pile of steel plates which has in the first instance been hammered on the anvil into one single flat bar, of some six or eight inches long—two wide, and about half an inch thick, has subsequently been folded and re-folded, heated, re-heated, and hammered again and again, much after the manner in which an English cook sets about manufacturing her pie-crust before applying the rolling-pin to the dough; the object of this has been to secure absolute homogeneity, with, at the same time, a thoroughly fibrous structure, and it is these repeated "layers" which are responsible for the distinctive grain, known as the sword's skin or hide, the different kinds being distinguished by names, such as "pear-skin," "pine-skin," "pine-back," and others.

So expert was the Japanese swordsmith that he required no more than his practised eye to form a perfect blade, the "curve" subsequently given being a mere matter of taste, either his of that of the warrior who was destined to wear it, excepting always in the case of swords of honour, the shapes of which were prescribed by inviolable rules of etiquette. Etiquette, too, prevailed as to their treatment and wearing, and, while these directions have now mostly fallen into disuse, the evidences remain in the names attaching to the various kinds of swords, since these refer more to the way they are to be worn, and have no actual connection with the form of the weapon. It may perhaps have been noticed that most Japanese swords are of the curved kind. The principal sword of Japan, however, the formidable "Tsurugi," often forty inches long, had a straight blade; yet the curved sword may be regarded as best suited to the common use it was put to in warfare—namely, that of hewing, or cutting—the European method of fencing with a straight blade as an effective procedure, as the body never having been appreciated in Japan, or for the matter of that, in Asiatic countries generally.

We may perhaps observe by the way that the elaborate superadded workmanship in the matter of engraving blades with ornamental designs and hieroglyphics finds little favour with connoisseurs. Japanese swordgrinders, who are great judges of this office being that for the performance of these ornamental designs with some suspicion, the elaborate design being as often as not introduced in order to cover some defect in the forging.

At the present time this grand old craft, which is being rescued from the neglect it had fallen into, is practised in its purity only by two distinguished swordsmiths—namely, Sukiyama, in Osaka, and Miyamoto, in Tokyo. Both these artists maintain hold Imperial appointments, and the work done is of the finest of the fine old school, and worthy of the best traditions. Roth, however, complain bitterly of the waning interest caused by "Young Japan" for such arduous and elaborate labour; apprentices are few the spirit of the time lures them away from the old path to "pastures new." Even years, the time necessary to make a capable smith, seems too great a slice out of a young man's life nowadays, and hence the gradual neglect.

A bright exception, nevertheless, would seem to be one enthusiastic youth, Masazochi, who having responded to the Emperor's offer of defraying the fees for apprenticeship of poor pupils of promise, is now working under the guidance of Sukiyama, and is from all accounts

likely to prove a worthy inheritor of that master's skill in a craft once ranked among the highest in Japan.—*Pall Mall Gazette.*

OIL FUEL FOR BRITISH SHIPS.

THE NAVY DEPENDENT ON AMERICA FOR ITS PRESENT SUPPLY.

THE DISCOVERIES IN NIGERIA.

The inveterate national principle of muddling along and trusting to our luck has rarely been better exemplified than in the important question of the supply of oil fuel to the Royal Navy, says the *Pall Mall Gazette*.

Many ships are now constructed so as to burn oil fuel, and many others, especially of the destroyer class, are being so adapted. The system is excellent, on account of the immense saving in labour and space. There is no doubt whatever that oil is the fuel of the future for purposes of steam navigation. A very large supply of petroleum is now required, and, without it, many useful fighting units of the Navy would be rendered absolutely ineffective.

At present little or no petroleum is won and gotten within the British Empire, and the Royal Navy is supplied almost entirely from the United States of America. No large supply of fuel oil is collected and stored, and there is supply at any time more than three months' for naval purposes, a demand which it must be remembered, even in times of peace, is not to be forgotten.

Petroleum is contraband of war, and it is not difficult to conceive a combination of circumstances which would result in the cutting off of all supplies from the United States of America and other foreign countries. The gravity of the present aspect of the question can hardly be exaggerated, and the matter is one which might well receive the attention of the Navy League, an organization which seems somehow to be less practical in its efforts than its German counterpart.

The best possible solution is to be found in the development of the oil-fields which are known to exist within the Empire, especially those in Burma and in West Africa.

This is surely a matter in which the Government should be justified in rendering assistance to commercial enterprises, and, further, in giving that assistance to companies which can be trusted to obtain petroleum in large quantities, and whose main interests will be involved in drilling operations, and not in share-rigging on the Stock-Exchange. It should not be impossible for the responsible authorities to separate the sheep from the goats, and surely there should be no difficulty in getting capitalists of good standing to support such important promising ventures.

PROMISING DEPOSITS FOUND.

Much is hoped from the recent discoveries of oil in Burma, and from the reports of experts regarding the existence of petroleum in large quantities in Nigeria. It would appear from the reports of gentlemen who have lately been in the spot, that very promising oil deposits exist outside the area now proclaimed as oil lands, and to which prospecting and drilling work have hitherto been restricted.

The Mining Regulations respecting mineral oil now in force in Southern Nigeria are a serious hindrance to development. The only conditions on which drilling operations can now be carried on are by the taking out of a lease at a rental of £15 for each quarter of a square mile, a most exorbitant rental for unproved oil lands in a new colony. This state of things contrasts strangely with the regulations in force in the neighbouring French West Africa, where a permit of exploration, for two years, over 100 square miles, can be obtained for £100, and a working licence over eight square miles for £36.

The whole question of the urgent need of obtaining, if it be possible, a sufficient supply of oil fuel from sources within the British Empire is one that might well occupy the attention of legislators who make the discussion of naval problems their special care.

LONGER LIFE.

TESTING A DOCTOR'S NOVEL THEORY.

The theories of Professor Metchnikoff, of the Pasteur Institute, that man would live longer and be healthier without any large intestine are being put to proof in an interesting series of experiments now taking place at Guy's Hospital. Dr. A. Distase, Professor Metchnikoff's assistant, who has been sent to London by the Pasteur Institute to conduct the experiments, has recently explained his progress. "When studying cholera a few years ago," the doctor stated, "Professor Metchnikoff discovered that the intestines of the ordinary healthy man always contained a great number of varieties of bacteria. Some of these were found to be dangerous, because they formed poisons which were harmful to the body when absorbed into the system, and others are beneficial because they hinder the development of the harmful germs."

In the lower, large intestine it was found that the harmful germs greatly predominated. Professor Metchnikoff therefore concluded that if a man's large intestine were removed he would suffer less from intestinal bacteria poisons which, according to Professor Metchnikoff's belief, cause the common diseases of degeneration of the internal organs of the body and generally bring on premature old age. The difficulty was to find patients without large intestines on whom to test these theories.

EXPERIMENTS ON PATIENTS.

"Mr. W. Arbuthnot Lane, the well-known surgeon of Guy's Hospital, has solved our difficulties by placing at my disposal some thirty or forty patients whose large intestines he has removed for the relief of chronic intestinal obstruction. These patients have been going about alive and well for periods varying from a few months to five years since their large intestines have been cut out. My work has been to compare the intestinal flora of these people with those found in the digestive tracts of normal people."

"In the week I have been working I have proved beyond doubt that in Mr. Lane's patients many of the harmful varieties of bacteria are absent, while those still surviving are in much lesser proportion than in normal individuals. All animals (including babies) when born have perfectly sterile digestive tracts; that is, there are no germs growing in the intestines. Professor Metchnikoff believes that if we could preserve this freedom from intestinal bacteria we could greatly prolong life, because the greatest cause of old age—the absorption of bacterial poisons in the intestines—would be non-existent."

THE RIVAL GERMS.

"That it is possible to exist without providing a culture bed within one's self for the development of these poison-producing germs has been proved; at any rate, on animals. By feeding a pteropus, an Australian variety of bat, from birth on absolutely germ-free food I have kept its intestines free from all bacteria for the four months of its existence. It is therefore absorbing none of the poisons which ordinarily are developed in

the intestines of these creatures," and I firmly believe that, had accidents, it will live to a much greater age than its fellows."

Dr. Distase made the following list of harmful and helpful germs found in the ordinary person's intestines:

FRIENDLY BACTERIA. HARMFUL BACTERIA.
Bifida. Putridus.
Lactis Aerogenes. Perfringens.
All Lactis microbes. Coli.
"It is interesting to note," the doctor concluded, "that no bacteria of putrefaction (the variety which Professor Metchnikoff considers most active in bringing on premature old age) have been discovered so far in any of Mr. Lane's patients whose large intestines have been removed."

SHANGHAI TRADE.

Messrs. Noel Murray and Co.'s latest report on the Shanghai Piece Goods Trade says:—
The market has ruled exceedingly quiet throughout the interval, and is likely to continue so, if it is correct that only about one-third of the purchases made during the last few weeks have been shipped as yet to the consuming districts. It is true there is a good deal of enquiry, but would-be buyers do not appreciate the very wide margin there is between their offers and the cost of replacing. This is not altogether surprising when it is considered that there is a difference of fully 5 per cent. between what some holders are asking and others are willing to sell similar goods at. Such incongruities in the market are most disconcerting, and quite upset the standing of the oldest shop. At the same time we have never found it so difficult to discover what is actually going on, Importers being very jealous of others finding out what they are doing.

Some light has been thrown on the excessive exports of Plain Cottons from Manchester by the receipt of Messrs. George Robinson and Co.'s statistics for June, which show that it is largely caused by the great increase in the Export to Hongkong, which shows an excess of 99 per cent. for the twelve months ending 30th June, 1909, against an increase of 22½ per cent. in similar shipments to Shanghai. And both the Dried and Printed goods the shipments to the Colony are much more commensurate with those of recent years than the Shanghai figures are.

That the future is likely to show considerable curtailment in supplies is pretty well assured. Recent advices received state that many Mills have already commenced working short-time and others are seriously contemplating following the same course, or closing altogether for the time being. It is not only for China that trade in falling off, for almost every Country, except China in Plain Cottons, show a serious decrease in the figures for the year ending 30th June.

The fluctuations that have taken place in the price of Cotton on the home market would seem to indicate that speculators are at work again, the up and down in New York being very drastic, especially. The effect has been to cause Manufacturers to be firmer than ever, an instance being given of a cloth bought in March and now arriving here being now quoted 1½ per cent. higher!

The news from the East-Ports is not encouraging. The water at Hankow is reported to be a foot over the Bank, and Shaoh is actually under water. In this neighbourhood there is a spell of terribly hot weather which must to a great extent interfere with business. The dealers are still waiting to hear from Tientsin and Newchwang before investing any more in American goods, which are nominally very strong at the price quoted last week, or even higher, but transactions have been on a retail scale.

The Manchester market is so much above this for staple goods it is impossible to connect, but a quiet business is passing in miscellaneous lines of Fancy makes, which seem to be available here and there at quite workable prices. The Liverpool Cotton market after some fluctuation has recovered to 6.55d Mid-American, "spot," forward rates received being 6.39d. July and 6.51d. November/December. Egyptian is unchanged at 9.51/6d.

New York presents a very firm market, quotations for all goods being up in the skies, although Cotton is so much easier, the latest quotations current being 11.84 cents for August.

The market for Indian Yarn is at a standstill owing to the great difference between the views of buyers and sellers, the former considering the limit has been more than reached. Japanese Spinning are saleable, however, to a moderate extent at current rates. It is said a transaction involving the sale of 1,000 bales of one of the Local Mills production has been booked on private terms. The Native Cotton crop is not shaping very well, in consequence of which holders are raising their prices.

Business from first hands cannot have been very extensive, but absolutely nothing is reported, the poor prices received if anything, is done no doubt deterring sellers from making the quotation public, as the sale may probably be made for the purpose of introducing a new crop.

Interest has been chiefly centred on the contract in twenty-four hours. Up to yesterday prices were keeping quite steady to firm as compared with last week, but at this morning's Auction a general slump seems to have set in, there being scarcely one redeeming feature about the sale. With the exception perhaps of Last

ings, Woolen goods were equally as disappointing as Cotton fabrics.

The Cotton Yarn Report of the same firm has the following:—
Business during the past week was curtailed by several influences, the chief being the weakness in exchange and the firmness of the price of Cotton. The amount of sales made is so trivial that our remarks of last week were not far wrong, when we said there was practically no market and the position at the close is more accentuated than ever when we say that the difference between sellers' and buyers' ideas are as much as three pence per bale. The price of Cotton appears to have fallen during the earlier part of the week, but towards the close telegrams indicate that rates are again gaining strength. From Liverpool Mid-Orleans is quoted 6.55d. spot cargo, and 6.51 for November, December option, while the rate for Egyptian is returned at 9½. In New York the market has fallen considerably and latest quotations are 11.85 cents, August delivery, and 12.00 cents for October and/or January option.

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK"
A.I. A.B.C. and Engineering Code Used
NEW DOCK NOW OPEN.
DOCK NO. 3.

Extreme Length... 722 feet
Length on Blocks... 714
Width of Entrance on Top... 963
Width of Entrance on Bottom... 884
Water on Blocks at Spring Tide... 343

DOCK NO. 1.
Extreme Length... 523 feet
Length on Blocks... 513
Width of Entrance on Top... 88
Width of Entrance on Bottom... 77
Water on Blocks at Spring Tide... 63

DOCK NO. 2.
Extreme Length... 371 feet
Length on Blocks... 350
Width of Entrance on Top... 66
Width of Entrance on Bottom... 53
Water on Blocks at Spring Tide... 22

PATENT SLIP.
Suitable for vessels up to 1,000.

THE WORKS are equipped with LATEST PLANTS and appliances to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK OF MATERIALS is always kept on hand.
The COMPANY has the powerful steamer "OURA-MART" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice. [905]

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

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SHIPPING.

ARRIVALS.

"CHIPPING," British str., 1,199, F. Mooney, 29th July—Tientsin 19th, Chefoo 19th, Weihaiwei 20th and Swatow 28th July, General—Jardine, Matheson & Co.
 "CHUNMANG," British str., 1,418, W. E. Sawyer, 29th July—Wakamatsu 22nd July, Coal—Jardine, Matheson & Co.
 "DAIGI MARU," Japanese str., 850, H. Murayama, 29th July—Tamsui, Amoy and Swatow 28th July, General—Osaka Shosen Kaisha.
 "HAIYANG," British str., 1,362, Hodgins, 29th July—Fochow via Swatow 27th July, General—Douglas, LaPrade & Co.
 "HANOU," French str., 650, J. Pannier, 28th July—Haiphong, Pakhoi, Hoihow and Q. C. Wan 28th July, General—A. R. Marty.
 "HONGKONG," French str., 740, A. Cornelissen, 29th July—Haiphong and Hoihow 28th July, General—A. R. Marty.
 "KAMO MARU," Japanese str., 2,466, F. L. Somers, 29th July—Yokohama and Shanghai 26th July, General—Nippon Yusen Kaisha.
 "MAITA," British str., 3,900, G. M. Montford, 29th July—Yokohama 14th July, General—P. & O. S. N. Co.
 "PHEUPPEN," British str., 1,065, Jas. H. Scott, 28th July—Saigon 24th July, General—W. F. Sing.
 "UJIMA MARU," Japanese str., 3,248, I. Hamada, 28th July—Java 10th July, General—Mitsui Bussan Kaisha.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 29th July.
 "Atsuta Maru," Japanese str., for Yokohama.
 "Hendel," British str., for Singapore.
 "Benavente," British str., for Saigon.
 "Kamo Maru," Japanese str., for Singapore.
 "Limo," British str., for Canton.
 "Ningpo," British str., for Liverpool.
 "Tatoo," British str., for Singapore.
 "Yuhling," British str., for Canton.

DEPARTURES.

29th July.
 "ANHUI," British str., for Shanghai.
 "GOEBEN," German str., for Shanghai.
 "HAIYANG," British str., for Swatow.
 "INDRAPURA," British str., for Shanghai.
 "KLEIST," German str., for Singapore.
 "MALTA," British str., for Swatow.
 "PAKAT," British str., for Shanghai.
 "SUMATRA," British str., for Batavia.
 "TINKIN," Dutch str., for Batavia.
 "TUMAH," Dutch str., for Batavia.

SHIPPING REPORTS.

The British str. "Channing" reports: Weather fine first half of voyage, and high wind and sea second half.
 The British str. "Haitang" reports: Moderate to fresh E.S.E. wind and heavy S.E. swell, clear weather.
 The British str. "Chipping" reports: Weihaiwei to Swatow, moderate to light variable Southerly winds and fine weather. Swatow to Hongkong, fresh to moderate N.E. to N.W. winds and fine weather, moderate N.E. swell.

VESSELS IN DOCK.

July 29th.
 ABANDONED DOCK.—
 Kowloon Dock—Vorwarts, Paul Beau, H.M.S. Janus, Manila.
 COSMOPOLITAN DOCK.—
 TATOO DOCK—Hanchow, Sui Chong.

VESSELS ON THE BERTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
 STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
 THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI."
 Captain G. W. Gordon, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 7th August, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "Manara," 11,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuables, all cargo for France and Teo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Ockana" due in London on the 19th September, 1909.
 Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
 E. A. HEWETT,
 Superintendent.
 Hongkong, 27th July, 1909. [1]
 "GLEN" LINE OF STEAMERS.
 FOR LIVERPOOL AND ANTWERP.
 THE Steamship
 "GLENESK,"
 Captain Raftery, will be despatched as above on SATURDAY, the 7th August, 1909.
 For Freight or Passage apply to
 MCGREGOR BROS. & GOW,
 Hongkong, 26th July, 1909. [1006]
 THE AMERICAN AND ORIENTAL LINE.
 FOR BOSTON AND NEW YORK.
 (With Liberty to Call at the Malabar Coast.)
 THE Steamship
 "WELSH PRINCE,"
 will be despatched for the above Ports on SATURDAY, the 14th August, 1909.
 For Freight and Passage, apply to
 ARNHOLD, KARBURG & CO.,
 Agents.
 Hongkong, 24th July, 1909. [915]
 "INDRA" LINE LIMITED.
 FOR NEW YORK VIA SUEZ CANAL.
 THE Steamship
 "INDRAWADI,"
 Captain W. Gray Williams, will be despatched as above on the 21st August, 1909.
 For Freight or Passage apply to
 JARDINE, MATHESON & Co.,
 Agents.
 Hongkong, 15th July, 1909. [966]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island, Vessels anchoring nearest Kowloon are marked "k." and these vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & NO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via USUAL PORTS OF CALL...	DELHI	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On 7th Aug. at Noon.
LIVERPOOL & ANTWERP	GLANESK	Brit. str.	—	Raftery	MCGREGOR BROS. & GOW	On 7th Aug. at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	SARINIA	Brit. str.	k.w.	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	About 11th Aug.
ANTWERP, ROTTERDAM & HAMBURG, &c.	SIAM	Ger. str.	—	Müller	HAMBURG-AMERICA LINE	On 12th Aug.
COPENHAGEN & ST. PETERSBURG	SEGOVIA	Ger. str.	k.w.	Schubert	MELCHERS & Co.	Quick despatch.
HAYRE, ROTTERDAM, BREMEN & HAMBURG, &c.	ANDALUSIA	Ger. str.	k.w.	Block	HAMBURG-AMERICA LINE	On 1st Aug.
HAYRE, BREMEN & HAMBURG, &c.	SPESIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 2nd Sept.
HAYRE & HAMBURG via STEADT, &c.	CALEDONIAN	Ger. str.	k.w.	Cazanova	HAMBURG-AMERICA LINE	On 14th Sept.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	SANUKI MARU	Yap. str.	—	K. Homma	MELCHERS & Co.	On 23d Aug.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	YEDDO	Yap. str.	—	A. Kei	NIPPON YUSEN KAISHA	On 3rd Aug. at 1 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	SAKURA	Yap. str.	k.w.	Babel	NIPPON YUSEN KAISHA	On 4th Aug. at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KAMO MARU	Yap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	About Middle of Aug.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	AMERICA MARU	Yap. str.	—	F. Binner	NIPPON YUSEN KAISHA	On 18th Aug. at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	PRINZ LUDWIG	Yap. str.	—	Radonich	NIPPON YUSEN KAISHA	On 7th Sept.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	SULEIA	Yap. str.	—	W. G. Williams	MELCHERS & Co.	To-day.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	INDRAWADI	Yap. str.	—	J. Boyd	MELCHERS & Co.	On 8th Aug. at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF JAPAN	Yap. str.	—	E. R. Hutchinson	MELCHERS & Co.	On 11th Aug. at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	AMERICA MARU	Yap. str.	—	M. Hagino	MELCHERS & Co.	About 23d Aug.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KAMO MARU	Yap. str.	—	K. Kawana	MELCHERS & Co.	On 14th Aug. at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	SHIVANO MARU	Yap. str.	—	T. Sakino	MELCHERS & Co.	On 15th Aug. at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	YAWATA MARU	Yap. str.	—	H. Ragonor	MELCHERS & Co.	On 16th Aug. at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	CHANGSHA	Yap. str.	—	W. Yagi	MELCHERS & Co.	On 17th Aug. at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	NIKKO MARU	Yap. str.	—	Wm. Wade	MELCHERS & Co.	On 18th Aug. at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	HIMACHI MARU	Yap. str.	—	M. Yagi	MELCHERS & Co.	On 19th Aug. at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	NIKKO MARU	Yap. str.	—	Pander	MELCHERS & Co.	On 20th Aug. at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	TUPANAS	Yap. str.	—	W. D. Welch	MELCHERS & Co.	On 21st Aug. at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	SUBANG	Yap. str.	—	E. Forst	MELCHERS & Co.	On 22nd Aug. at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	CHINWANTAO	Yap. str.	—	F. Froesch	MELCHERS & Co.	About 11th Aug.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	WEIHAIWEI & CHEFOO	Yap. str.	—	Bradley	MELCHERS & Co.	On 1st Aug. at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	CHINWANTAO	Yap. str.	—	Williams	MELCHERS & Co.	On 1st Aug. at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	WEIHAIWEI & CHEFOO	Yap. str.	—	T. Arthur	MELCHERS & Co.	On 2nd Aug. at 6 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	CHINWANTAO	Yap. str.	—	Charbonnel	MELCHERS & Co.	About Beginning of Aug.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	WEIHAIWEI & CHEFOO	Yap. str.	—	M. Courtney	MELCHERS & Co.	On 1st Aug. at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	CHINWANTAO	Yap. str.	—	G. W. Cookman, R.N.R.	MELCHERS & Co.	On 4th Aug. at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	WEIHAIWEI & CHEFOO	Yap. str.	—	H. Powell	MELCHERS & Co.	On 5th Aug. at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	CHINWANTAO	Yap. str.	—	Glenches	MELCHERS & Co.	About 8th Aug.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	WEIHAIWEI & CHEFOO	Yap. str.	—	Wagner	MELCHERS & Co.	On 8th Aug. at D'light.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	CHINWANTAO	Yap. str.	—	P. J. van Emmerick	MELCHERS & Co.	On 17th Aug.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	WEIHAIWEI & CHEFOO	Yap. str.	—	R. Segi	MELCHERS & Co.	Quick despatch.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	CHINWANTAO	Yap. str.	—	H. Munyans	MELCHERS & Co.	On 4th Aug. at 10 A.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	WEIHAIWEI & CHEFOO	Yap. str.	—	W. C. Evans	MELCHERS & Co.	On 1st Aug. at 10 A.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	CHINWANTAO	Yap. str.	—	J. W. Evans	MELCHERS & Co.	On 3rd Aug. at 2 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	WEIHAIWEI & CHEFOO	Yap. str.	—	Hodgins	MELCHERS & Co.	On 1st Aug. at 11 A.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	CHINWANTAO	Yap. str.	—	P. H. Edits	MELCHERS & Co.	To-day, at 2 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	WEIHAIWEI & CHEFOO	Yap. str.	—	R. Rogers	MELCHERS & Co.	To-morrow, at 3 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	CHINWANTAO	Yap. str.	—	A. W. Cotteridge	MELCHERS & Co.	On 3rd Aug. at 3 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	WEIHAIWEI & CHEFOO	Yap. str.	—	S. J. Payne	MELCHERS & Co.	On 6th Aug. at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	CHINWANTAO	Yap. str.	—	R. W. Almond	MELCHERS & Co.	On 7th Aug. at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	WEIHAIWEI & CHEFOO	Yap. str.	—	A. Somerville	MELCHERS & Co.	On 10th Aug. at 3 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	CHINWANTAO	Yap. str.	—	Machias	MELCHERS & Co.	On 2nd Aug. at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	WEIHAIWEI & CHEFOO	Yap. str.	—	F. Semhill	MELCHERS & Co.	Beginning of August.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	CHINWANTAO	Yap. str.	—	B. Smith	MELCHERS & Co.	On 9th Aug.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	WEIHAIWEI & CHEFOO	Yap. str.	—	M. B. Lale	MELCHERS & Co.	To-morrow, at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	CHINWANTAO	Yap. str.	—	H. Koops	MELCHERS & Co.	Quick despatch.

NOTICES TO CONSIGNEES.

FROM EUROPE.

THE H.A.L. Steamship

"PORTMUND,"
 Captain Malchow, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned. Optional Cargo will be carried on unless notice to the contrary be given before Ten days of the steamer's arrival here, after which date they cannot be recognised.
 No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Aug. will be subject to rent.
 All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st inst., at 3 P.M.
 No Fire Insurance will be effected by us in any case whatever.
 HAMBURG-AMERICA LINE,
 Hongkong Office.
 Hongkong, 26th July, 1909. [1007]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "LENNOX,"
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.
 No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Aug. will be subject to rent.
 All Claims against the Steamer must be presented to the Undersigned on or before the 25th Aug., or they will not be recognised.
 All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd Aug., at 3 P.M.
 No Fire Insurance has been effected.
 Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.
 Hongkong, 26th July, 1909. [1008]

NORDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"MANILA,"
 having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.
 No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 2nd Aug. will be subject to rent.
 All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd Aug. at 9.30 A.M.
 All Claims must reach us before the 6th Aug., or they will not be recognised.
 No Fire Insurance will be effected.
 Bills of Lading will be countersigned by the undersigned.
 NORDEUTSCHER LLOYD,
 MELCHERS & Co.,
 General Agents.
 Hongkong, 27th July, 1909. [5]

"INDRA" LINE LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRAPURA,"
 having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained as soon as the goods are landed.
 Goods not cleared by the 3rd Aug., at 10 A.M., will be subject to rent.
 No Fire Insurance will be effected by us in any case whatever.
 All damaged packages must be left in the Godowns, where they will be examined at 9.30 A.M. on 3rd August. No claims will be admitted after delivery of goods has been effected to Consignees, and same must be presented with ten days of steamer's arrival here, otherwise they will not be recognised.
 JARDINE, MATHESON & Co., LTD., Agents.
 Hongkong, 27th July, 1909. [1016]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"ATSUTA MARU,"
 having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
 Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.
 Goods not cleared by the 4th Aug. will be subject to rent.
 No Fire Insurance has been effected.
 Damaged packages must be left in the Godown for examination by the Consignee's and the Co.'s representatives at an appointed day. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.
 NIPPON YUSEN KAISHA,
 Hongkong, 28th July, 1909. [1020]

NORDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL
LINES.

FOR	STREAMERS	TO SAIL.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZ LUDWIG"	Wed., 11th Aug. at Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"BUELOW"	About Wed., 11th Aug.
MANILA, YAP, NEW GUINEA, ERISBAHE, SYDNEY and MELBOURNE	"COBLENZ"	Friday, 13th Aug. at 10 A.M.
KUDAT & SANDAKAN	"BOERNEO"	Beginning of August.

For further Particulars, apply to

NORDEUTSCHER LLOYD,
 MELCHERS & Co.,
 GENERAL AGENTS HONGKONG & CHINA. [5]

Hongkong, 30th July, 1909.

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VANCOUVER, B.C., TACOMA & SEATTLE
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
"AYMERIC"	4,363	J. Boyd	On 26th August.
"SUVERIC"	6,232	S. Shotton	On 23rd September.

* These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
 GENERAL AGENTS,
 QUEEN'S BUILDINGS. [9]

Hongkong, 28th July, 1909.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL.
SHANGHAI, KOBE & YOKOHAMA	"TONKIN"	On 2nd Aug. 6 P.M.
MARSEILLES VIA PORTS	"CALEDONIAN"	On 3rd Aug. 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"AUSTRALIEN"	On 16th Aug. P.M.
MARSEILLES VIA PORTS	"BERNEST SIMONS"	On 17th Aug. 1 P.M.

Transshipping on the Co.'s Steamers at Singapore for Batavia, at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.
 For Further Particulars, apply to—
 P. DE CHAMPMORIN, AGENT,
 Queen's Building.
 Hongkong, 29th July, 1909.

CANADIAN PACIFIC RAILWAY CO'S
ROYAL MAIL STEAMSHIP LINE.
"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From Quebec.
"EMPRESS OF JAPAN" SAT. 14th Aug.	"EMPRESS OF BRITAIN" Fri. 10th Sept.
"EMPRESS OF CHINA" SAT. 4th Sept.	"ALLAN LINER" FRIDAY, 1st Oct.
"MONTEAGLE" SATURDAY, 18th Sept.	"EMPRESS OF IRELAND" Fri. 22nd Oct.
"EMPRESS OF INDIA" SAT. 25th Oct.	"ALLAN LINER" FRIDAY, 12th Nov.

"Empress" Steamships leave HONGKONG at 6 P.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.
 Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10
 Intermediate on Steamers £45
 and 1st Class Railway £45

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific Direct Line.
 R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for points and AROUND THE WORLD.
 Passengers Booked through to all points and AROUND THE WORLD.
 SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials, the Service of China and Japan Governments.
 For further information